

THE
AMERICAN
TURF





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THE AMERICAN TURF

AN HISTORICAL ACCOUNT OF
RACING IN THE UNITED STATES

WITH

BIOGRAPHICAL SKETCHES OF TURF CELEBRITIES

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PREFACE

WITHIN the lifetime of the present generation racing has attained the highest importance and popularity of any sport in the United States, while the blood horse has taken a position in public estimation only second to that held by his compeers of Great Britain, the native home of his race. It is true that love of the horse and interest in his capabilities have never at any time in our history been lacking on the part of Americans. In this respect, indeed, our countrymen have frankly confessed their origin, and have been true to one of the principal traits of character that distinguish the English speaking people. Nevertheless, despite the attention that was early given to the running turf in this country, the complete development of this sport and a full recognition of the importance of the thoroughbred horse have been of comparatively recent growth. It is almost within the remembrance of those now living when racing was confined to particular sections, when breeding the noble animals who minister to the highest of sports was conducted on a small scale, and when their performances on the track awakened, outside of the circle especially devoted to racing, only a very limited popular interest.

It is our privilege to live at a time when this condition of affairs has passed away almost completely and, it is confidently hoped, permanently. Discouragement now no longer confronts the sportsman whose intelligent efforts are directed toward the improvement of the horse or the demonstration of his powers. Instead there is even exhibited a liberal and increasing degree of public appreciation of the benefit which is thus conferred upon the community at large, apart from the mere relaxation which the sport affords its patrons.

Racing has also helped to break down the sectional barriers which formerly existed between the various divisions of our country. While the turf owes so much of its present popularity and success to unselfish devotion and unstinted expenditure on the part of men of wealth, it remains a truly democratic sport, the legitimate pleasures of which can be shared by all classes, and which is therefore eminently suited to the spirit that animates our national life. The widespread interest that is shown in it is no longer limited by any sectional considerations. It furthermore creates fuller general knowledge of the capabilities of all parts of the land and arouses the spirit of national pride, demonstrating as it does the wonderful diversity of natural conditions within the limits of the United States. These things are conspicuously displayed in the animals that the different sections produce and the

modification and improvement of horseflesh that results under variations of soil and climate.

Moreover, the popularity of the turf with the very class whose presence is most needed to insure its continued existence and healthy development is fully assured. Its honors are, as they should be, sufficient to draw into the ranks of its active supporters those who are foremost in our social and business life. Men of the highest standing and greatest wealth are numbered among its most active participants. As already intimated, they have taken the lead in raising the standard of the American horse. Their private breeding establishments, conducted on a scale unequaled in any part of the world, have given the most successful and remarkable evidence of the science and skill that can be devoted to the production of perfect animals, and the appreciation which their efforts call forth is a powerful inducement to others to follow their example. At the same time it is to gentlemen of such character that the patrons of the turf look for the regulation of its affairs upon the basis which alone can render it a sport worthy of public confidence. In this respect, too, there is every reason for congratulation on the part of all lovers of the horse.

Considerations such as these have led to the preparation of this volume. A demand has often been expressed by the general public and the turf world for a publication such as it has been the aim of both the editors and the publishers to make this book. Interest in the subject which is treated in the following pages has never been fully satisfied. It has been our object to present an accurate account of the development and conditions of racing and of the thoroughbred horse in America, in a form which, while rendering the volume authoritative and accurate, may increase popular knowledge of the turf, past and present.

Commencing with an historical account of the running turf of this country at its inception in colonial days, the book thence pursues the subject through the golden age of racing in the first half of the nineteenth century, and also reviews the developments of more recent times by which contemporaneous racing has been elevated to its present condition of importance and dignity. The story is told of some of the most famous racing events known to the American turf from the time of the great four-mile contests down to the Suburbans and Futurities of to-day and concise histories of a few of the great thoroughbreds that have distinguished the American turf are also presented, with an account of the ventures of American horsemen on the English turf.

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The extraordinary advancement of racing in the present generation has, however, rendered the subject too large to be treated entirely in the historical form that has just been indicated. It is a complex theme and necessitates detailed reference to the racing careers of innumerable individuals and descriptions, historical and otherwise, of many organizations and properties devoted in one way or another to the purposes of the sport. A biographical form was, therefore, after mature consideration, adopted as the most satisfactory method of setting forth the many interesting details concerning the individual components of our racing world of to-day. Its organizers and leaders, with the official heads of the various bodies connected with it, command the first attention, almost equaling whom in interest are the leading breeders of the country and their establishments. The owners and trainers involving, as their turf histories do, the records and performances of their horses, past and present, are next in order, following whom are the jockeys of the past and the present, a body about whose achievements there is always a large and legitimate amount of public curiosity. The large interests now involved in book-making and the individual representatives of that profession are next treated, while finally, attention is directed to the racing associations and their tracks.

Our task has been both novel and difficult, and was undertaken and has been carried out with due recognition of this fact, as well as of the requirements of accuracy and of devotion to the true interests of the turf. It is believed that nothing has been presented in its pages that does not conform to those purposes. The labors incident to the preparation of the volume have been exacting and sometimes discouraging, but, on the whole, have been pleasurable and satisfactory. The total absence of reliable information relating to the early years of the American turf has been the one serious obstacle in the way of a comprehensive and reliable story of that interesting period, but it is believed that what is set forth in the chapters devoted to those years is more complete, and will be found more valuable, than anything of the kind ever printed before.

A work of this character, essentially a compilation, must depend for much of its subject-matter upon previous publications that have treated with more or less fulness different phases of American turf history. We have drawn freely from those sources of information, as well as from the personal recollections of prominent

turfmen, and from many original records and private papers. In some instances due credit has been given to the authorities upon whom we have relied, but it has not been possible to do that in every case. We desire, however, to make here a general acknowledgment of our indebtedness to many gentlemen, and especially to some of the more important publications, to whom we have freely placed ourselves under obligations. Those well-known sporting journals, *The Spirit of the Times* and *The Turf, Field and Farm*, are so well recognized as mines of information regarding turf matters, that it seems quite superfluous to say that any one attempting to compile a work of this character must almost of necessity make a very generous use of their columns. The daily newspapers of the last half century, and occasionally some of our leading magazines, especially *Outing*, *Harper's* and *The Century*, have also contributed much general information on the subject. *Outing* in particular has published within the last few years many articles in relation to the thoroughbred and racing that are well nigh invaluable.

Of the older period of the American turf, probably nothing can surpass in interest and in value Frank Forester's *Horse and Horsemanship of the United States and British Provinces of North America*. The historian of those early years finds himself, to a very surprising degree, dependent upon this volume, which, although not wholly accurate or reliable, still remains the best authority that we possess upon the subject. Special attention must be called in this connection to *The Horse of America in His Derivation, History and Development*, by Mr. John H. Wallace, the eminent turf writer and expert, a book that was published in 1897. Although Mr. Wallace has devoted himself in this volume almost entirely to the trotting horse with whom he has been so conspicuously identified throughout his life, he gives much valuable information in regard to the early history of the American thoroughbred. His researches into the history of the horse in the colonial period have been exhaustive, and have thrown great light upon those hitherto neglected times. His original discoveries from old records and newspapers are of a valuable character, and it is no less a pleasure than a duty for the editor of this volume to acknowledge particular indebtedness to his book in these respects.

LYMAN HORACE WEEKS

EDITOR

AN HISTORICAL ACCOUNT
OF RACING
IN THE UNITED STATES

INTRODUCTION OF THE HORSE INTO AMERICA

ORIGIN AND EARLY HISTORY OF THE ENGLISH THOROUGHBRED—FIRST COLONIAL IMPORTATIONS OF STALLIONS
AND MARES AND THEIR PRODUCE—PRIMITIVE RACING IN NEW YORK,
NEW ENGLAND AND THE SOUTH.

THAT an historical review of the American turf would be manifestly incomplete did it not present some general consideration of the origin and career of this "sport of kings" among our forefathers in England must be fully apparent to any one who has even moderate acquaintance with the subject. It is quite without the scope that is proposed for this volume, and, indeed, needless for our purpose, to trace fully the genesis of the thoroughbred horse. That is a task that has been done so often and so thoroughly by other pens as to call for no repetition in this connection. Nevertheless, from the very nature of the case, it is impossible to have a comprehensive or intelligent understanding of the American thoroughbred without at least some general reference to his progenitors on the other side of the Atlantic.

The thoroughbred is a horse that has been developed for the special use of the running turf. He is of mixed origin, tracing his pedigree back to ancestors of many divergent races. But he breeds so true at the present stage of his development and his family is confined within such well defined limits as to give full justification for his title. Although since its inception, nearly four centuries ago, his race has multiplied and spread its likeness over all the world, maintaining a superiority in every clime wherein it has been reproduced, England was the cradle in which he was nurtured and has been the scene of his great successes. He is commonly spoken of as being of purely Arabian origin, but the historical accuracy of that ascription has been forcibly denied by many authorities, who have pointed out that other strains of blood, even more important and more powerful than the traditional Arabian, have contributed to his perfection. Without venturing upon a consideration of these disputed points at this time it is wholly sufficient for our present purpose to start with the undisputed historic fact that the modern thoroughbred in the beginning was developed to his present stately size and form by careful selection and breeding under the exceptionally favorable climatic influences of Great Britain. Both for speed and endurance the English blood horse is the most perfect animal of his race that has ever been produced since the world began. The American thoroughbred traces directly without mixture to English and still further back, through the English, to the original

parentage, be that Turkish, Arabian, Spanish or other. Hence it is that we are brought face to face with the absolute necessity of reverting to the creation of the English variety in order to come at the pedigree, to follow the history and to analyze the characteristics of the American horse of this class.

Should we undertake to trace to its primal origin the utilization of the horse in contests of speed, as distinguished from his use as a draught animal or a war steed, we should find ourselves in the course of this investigation, traveling far back beyond modern times. Horse racing in one form or other was a popular indulgence among the most ancient historic peoples of whom any record has been handed down to us, while centuries before the modern thoroughbred had ever been dreamed of, breeding and training were scientifically practiced. The early Assyrians and Egyptians, as well as other Eastern nations, learned to value the horse, not alone for his practical usefulness, but also for his racing prowess.

The horse played a prominent part in the ancient life of Greece, and perhaps the earliest example of racing recorded in literature is that in Homer's Iliad, where the various incidents of the chariot race at the funeral games held in honor of Patroclus, are detailed with much vividness. The Greeks spared neither pains nor expense in order to arrive at excellence in speed, endurance and condition. Chariot races were introduced into the Olympic games as early as the year 680 B. C., the twenty-fifth Olympiad. Four-horse chariot races, two-horse chariot races, racing with mounted horses, loose horse races, mule races and special races for under-aged horses early became established features of these games. In all the other national games of Greece similar contests had prominent place. To such a height did the passion for horse racing attain among the Greeks that the Bœotians named one of the months of the year Hippodromius or horse racing month. Alcibiades, the Athenian, at one time had no less than seven four-horse chariots in the Olympic games and carried off three prizes. Aristophanes speaks of the horse breeding mania among the noble youths of Athens, a pursuit that often brought them to impoverishment. The Romans followed the Greeks in their enthusiasm for this sport, and to own a large and valuable stable was a mark of high distinction among the wealthy patricians.

Although it has remained for the English people to develop this sport to the highest degree and to make a distinct science of breeding and training, there exists comparatively little historical evidence to show that the ancient Britons were at all interested in any form of the amusement. The few native horses that they possessed were probably devoted exclusively to domestic and to war purposes. Among some of the Germanic tribes, however, horse racing was a feature of religious festivals from the very earliest historic period, and, that animals from this breed were introduced into Great Britain from Gaul and chariot races established there long before the Christian era, seems to be unquestionable. The invasion of the island by the Romans introduced a new infusion of blood, for the native horse was crossed to a considerable extent by the horses that came with the conquerors. After the Romans had departed and the country was brought under the domination of the Saxons, considerable attention began to be paid to the purely English breed, and racing took on something of a tentative character.

It is difficult, however, to trace with any degree of confidence back to its inception the history of horse racing in England. That it went beyond the time of the Roman invasion is probably true, and the Romans established many race courses in the country. The first definite mention of the sport is made by Malmesbury, who speaks of certain running horses that were sent in the ninth century by Hugh Capet, founder of the royal house of France, as a present to King Athelstane, to whose sister, Ethelswitha, he was paying court. Very soon the people began to manifest a desire to preserve a monopoly of the breed that had been introduced among them and that had evidently been improved by crossing with the native breed. In the year 930 a law was passed prohibiting the exportation of horses of any description. It was also in Athelstane's reign that many Spanish horses were imported, and these undoubtedly had a strong influence upon the thoroughbred stock that was to come upon the scene some seven centuries later.

During the reign of William the Conqueror many fine animals were brought into the country from Normandy, Flanders and Spain and about the same time Roger de Belesmy, Earl of Shrewsbury, introduced several Spanish stallions into his Welsh dominions in order to improve the stock then existing. The first Arab horse ever imported into Great Britain came in the reign of Henry I., 1100-35. Alexander I., King of Scotland, presented the animal to the Church of St. Andrews, but the progeny of this steed, if any there were, has never been recorded. In the early part of the twelfth century, a regular race course was established in London, the celebrated Smithfield, at once horse market and race course. The description of this affair, appearing in an

account of the horse market held at Smithfield Plain, was written by William Fitz-Stephen and is the earliest printed account of English horse racing. The author says:

"When a race is to be run by such horses as these, and perhaps by others which, in like manner, according to their breed, are strong for carriage and vigorous for the course, the people raise a shout and order the common horses to be withdrawn to another part of the field. The jockeys, who are boys expert in the management of horses, which they regulate by means of curb bridles, sometimes by threes and sometimes by twos, as the match is made, prepare themselves for the contest. Their chief aim is to prevent a competitor from getting before them. The horses, too, after their manner, are eager for the race; their limbs tremble, and, impatient of delay they cannot stand still; upon the signal being given they stretch out their limbs, hurry on the course, and are borne along with unremitting speed. The riders, inspired with the love of praise and the hope of victory, clap spurs to their flying horses, lashing them with whips and inciting them by their shouts."

In the latter part of the same century, about the time that Richard Cœur de Lion was reigning, the nobility indulged themselves in running their horses at certain seasons of the year and especially in the Easter and Whitsuntide holidays. In the old metrical romance of Sir Bevis of South Hampton it is said:

"In summer at Whitsuntide,
When Knights must on horse ride,
A course let them make on a day,
Steedes and Palfrey for to assaye,
Which horse that best may ren.
Three miles in the course was then,
Who that might ryde him shoulde
Have forty pounds of ready golde."

It has been pointed out that here we have an authentic record of something nearly resembling a real race with a limited course and a valuable prize, the Smithfield runnings, described by Malmesbury, seeming to savor more of horse dealers' displays in order to sell, than of real races. Running horses are mentioned in the register of royal expenditures in the reign of King John, who succeeded Richard Cœur de Lion. The Edwards, II., III. and IV., were breeders of horses and Henry VIII. also imported running horses from the East. Public races were established at Chester as early as 1512, and, some thirty years after, silver bells, denominated St. George's bells, were offered as prizes. Horse racing came very considerably in vogue in the closing years of the sixteenth century and during the reign of James I., 1603-25, it seems to have been finally permanently established in public favor. In this period private matches between gentlemen who were their own jockeys be-

came very common and at the same time the first public race meetings were established.

King James made special efforts to improve the breed of native horses by importations and thenceforth breeding was constantly and progressively attended to. The King in person imported Markham's Arabian, for which he paid £500, but the horse was not a success, being frequently defeated, so that the Turkish and Spanish Barbs and the native race horses still continued to be held in preference. From this time on very many Arabian, Turkish and Barbary stallions and mares were brought into England and their progeny, with some infusion of the heavier built horses native to the country, resulted in a breed of animals possessing at once more graceful outline, more rapid action and superior bottom and endurance, than had been exhibited in any that had preceded them. In support of the contention that the Arabian had less to do with the origin of the modern English thoroughbred than is popularly believed, the list of the earliest imported horses found recorded in the English Stud Book is called in evidence. This list gives the name of twenty-five different animals, of which four were unquestioned Arabians, four were called Arabians, while the others were Turks and Barbs.

Race meetings were regularly held at Newmarket and elsewhere during the reign of King James, and upon the advent of Charles I., who ascended to the throne in 1625 and who was a more enthusiastic patron of the turf than any of his predecessors, the sport advanced still further in popular favor. Even during the Commonwealth interest in the development of the horse did not die out. The Lord Protector, Oliver Cromwell, established a breeding stud, and one of the stallions that he owned was the celebrated Place's White Turk, which shared with the Markham Arabian the distinction of being one of the first Eastern horses of celebrity in England. Among the backslidings which the Puritan party ascribed to Richard Cromwell, son of the Protector, was his devotion to horse racing.

The restoration of the Stuarts in 1660, not only opened a new chapter in the evolution of the thoroughbred, but it also marks the beginning of the modern turf. Charles II., the Merry Monarch, was an enthusiastic sportsman and made Newmarket one of his chosen resorts; he was the first monarch who ever entered and ran horses in his own name. More than this, indeed, he contributed to the promotion of the kingly sport. His importations were numerous and valuable, among them being several Eastern horses and mares, the latter, under the title of the royal mares, taking a very important place in the earlier pedigrees that are set down in the Stud Book. It has been persistently held by many English turf writers that these royal mares were true Arabians. There has never been any conclusive evidence upon this point, for

the King seems to have sent agents to Barbary as well as to the Levant and elsewhere to purchase horses for him. But whether Arabians or not the royal mares were a most important addition to the English stud and left a very decided impress upon the English thoroughbred.

The courtiers of King Charles II. were not slow in following the royal example, so that racing and the ownership and breeding of race horses became one of the chosen amusements of the British aristocracy, and have thus remained without interruption down to the present day. The Duke of Monmouth, the illegitimate son of Charles, was a noted turfite and visited Paris with a string of horses in answer to a challenge from Louis XIV., the Grand Monarque, the English horses, on that occasion, sweeping everything before them in the races that were held at the French capital. It was under such patronage, alike of royalty and nobility, that the ground was finally laid for the creation of a breed of animals that were to surpass anything in the world in speed and bottom. Nevertheless, even though vastly superior to the old running hack of previous generations, the thoroughbred race horse of that period was, as yet, only a poor performer on the turf when compared with such later giants as Flying Childers and Eclipse, who were soon to make their appearance in the arena.

Finishing touches toward the establishment of the turf as a great national institution in England were given during the successive reigns of William III. and Queen Anne. William III. and his Queen Mary were patrons of racing and gave several plates to be run for, while Queen Anne and her consort, Prince George of Denmark, kept a fine stud. During this period the three great Eastern stallions to whom the modern thoroughbred invariably traces back as the founders of his lineage first made their appearance. These were Byerly Turk, the Godolphin Arabian and the still more celebrated Darley Arabian. Byerly Turk, the first of these three great sires, was in England previous to 1689. He was ridden by his owner, Captain Byerly, in King William's wars. He was the sire of Jig, the grandsire of Partner and the sire, four removes, of King Herod. The Godolphin Arabian, who was foaled in 1704 and died in 1753, was imported into France from Barbary, a present from the Emperor of Morocco to Louis XIV. Thence he came into possession of a coffee-house keeper in London, and subsequently was taken into the stud of Lord Godolphin, after whom he was named. He was the sire of Cade, Regulus and other noted horses, and it was said of him, years ago, that "there is not a superior horse on the turf without a cross of the Godolphin Arabian."

In the latter years of the reign of Queen Anne the most famous Arabian of pure breed in the annals of the English turf was brought into the country. This, the third of these three great sires, was the Kehilan Ras-el Fedawi,

purchased from the Anazeh by Mr. Darley, an English gentleman residing in Aleppo, who sent the colt to his brother in the North Riding of Yorkshire. Known henceforth as the Darley Arabian, he became the progenitor of Flying Childers, Almanzor, Daedalus, Eclipse, Snap, King Herod and others. The performances of Flying Childers formed the second epoch in English turf history. From that moment pure Kehilan blood was more eagerly sought than ever. Flying Childers, a handsome chestnut horse, was foaled in 1715 out of Betty Leeds, a mare who is said to have produced no other offspring. He was the fastest horse that ever ran upon the Newmarket course, or anywhere else in England, and never was beaten. The Godolphin Arabian took up the mantle of the Darley and between them they may be said to have recreated the English thoroughbred, nearly every important horse running on the turf in succeeding generations tracing its origin from these two.

The get of these three stallions, Byerly Turk, Godolphin Arabian and Darley Arabian, by mares boasting, in nearly all cases, of more or less Eastern blood, represents the consummation of the whole process of evolution, and it only remained to fix the breed by a judicious intermingling of their several progenies. Moreover, it may be remarked that subsequent attempts to introduce fresh Arabian blood into the thoroughbred race horse has never been attended by happy results, though breeders in England and America have spared neither expense nor labor in the effort. In the generation immediately succeeding the Byerly Turk, Godolphin Arabian and Darley Arabian, we find among their sons and daughters such names of importance, either as racers or in the stud, as Flying Childers, Jig, Lath, Cade, Regulus, Monica, Aleppo, Almanzor and others and are carried down to the three great sires of a later day, the immortal Eclipse and the hardly less celebrated King Herod and Matchem, Eclipse representing the choicest result of the Darley Arabian's line, as Herod does that of the Byerly Turk and Matchem of the Godolphin Arabian. When Flying Childers and Eclipse appeared nothing equal to their speed had ever been seen in England or perhaps even expected. It cannot be doubted that their wonderful attainments were the result of the new infusion of this best Anazeh blood from their immediate ancestors. Still, it is interesting and important to recognize that the infusion was an infusion only and the incomparable Childers and Eclipse themselves, although far more nearly Arabian than any of their predecessors, had more than one strain of inferior blood.

This brief review of the origin and history of the English thoroughbred has brought us down to the time when the Englishmen who were settling the colonies in America that were ultimately to become the United States, were beginning to give some con-

sideration to the subject that was engaging the attention of their brethren whom they had left behind when they had come to establish new homes for themselves in the New World. Back of this, however, there is an interesting chapter relative to the first introduction of the horse into this country. Although this has very little to do with the history of the American thoroughbred, it may be well just to recall the fact, as a matter of record, that the history of the horse in America goes back over four hundred years. Columbus, when he came on his second voyage to this country in 1493, brought several animals for the purpose of creating a stock. In 1527 Cabeça de Vaca brought forty-two horses to Florida, which were the first ever introduced into the United States; these all perished or were killed. The next importation was that of De Soto, who brought a heavy force of cavalry on the expedition that resulted in the discovery of the Mississippi River; when his party returned home their horses were abandoned and from them, it is generally believed, originated the wild horses of Texas and the prairies, which have always been strongly marked by the characteristics of Spanish blood. Many horses were brought over from Europe in the other early expeditions of the Spanish invaders and these also contributed to the hordes of wild animals that have long existed, both in South and North America.

At a much later date, however, the history of the American thoroughbred really begins, and it has no connection whatsoever with these earlier sporadic importations. As has been just pointed out, the English thoroughbred horse was in process of development, principally during the seventeenth century and the early part of the century following. The importation of Barbs and Arabians into Great Britain and their engraftment upon the horse of the old native stock began about the time that Virginia and New England were established, and it was not until these and their sister communities had attained to a commercial and political growth that entitled them to throw off the yoke of the mother country that the modern race horse, in their old home across the sea, had achieved its perfection, or that the English turf had risen to the plane of a national institution.

The first settlers of the American colonies brought a few domestic animals with them, and some of these, as might be expected, were English horses of pure blood. This was particularly true of those men of birth who, at home, had been attached to the cavalier party, and who brought with them an inherited and cultivated taste for the turf. A letter of one of the earlier settlers, who came to Virginia on the ship *The Blessing*, states that the company brought as part of the cargo, six mares and two horses. According to the report of the Governor and Council of the Virginia Colony in 1610, the colonists who had already been settled there a little more than

three years, had in their possession several horses and mares. Another company of Virginia colonists brought with them in 1611, along with other domestic animals, seventeen horses and mares. Instances might be further multiplied to show that the importation of horses by all the companies of colonists arriving in Virginia during the first half of the seventeenth century were regarded as matters of supreme importance, alike by the settlers here and their agents in London.

In 1620 the Virginia Company, of London, sent to its colony a shipment of twenty mares, and in 1657 the exportation of mares from the colony was prohibited, a restriction that remained in force for more than a decade. Some of the early Virginia horses came to the colony by the way of Canada. The French, who settled Canada in 1602, brought a few horses with them. These animals were of Norman breed, but did not attain to great value, save as working horses, in which respect, however, they were exceedingly useful to the colonists. Captain Argall, who made a raid upon the French settlement of Port Royal in 1613, carried back to Virginia most of these first French-Canadian horses. For half a century after the settlers of Canada got along practically without horses, for it was not until 1665, when the Marquis de Traci came over as Viceroy, that these animals in any considerable number were again brought to that part of North America.

Coincident with the importation of horses into the South came their arrival in the more northern colonies. It is believed that the first immigrants who came to New Netherland in 1625 brought several horses with them and from time to time after that there were other importations of like character. In April, 1625, Pieter Evertsen Hulft contracted with the directors of the Dutch West India Company to ship to New Netherland, for the use of the colonists, one hundred head of cattle, including stallions and mares. Three vessels were prepared for this service, one for horses, another for cows and a third to carry hay and other food supplies. Considerable careful attention seems to have been paid to the animals. Each had its own stall with a floor of three feet of sand and, being well attended and provided with plenty of water and forage, only two of the stock died on the voyage over. They were less fortunate after landing in the New World, for twenty of them were soon poisoned from feeding on rank weeds in the pastures. Those who survived were, however, rapidly added to by importation and by breeding and were generally distributed throughout the colony. Father Jogues, writing in 1644, said that every new settler in New Netherland received a loan of horses, cows, etc., and of provisions, which he repaid at his own convenience. From the same authority we learn that "at Rensselaerswyck the people raise chiefly wheat and oats for beer and for their horses, of

which they had great stock." In 1643, several cargoes of horses were brought from Curacoa and Azuba in the Dutch West Indies, but they do not seem to have flourished, perhaps, as has been suggested, on account of the change of climate. The colonists were anxious to be rid of them and, in 1647, Isaac Allerton, their agent, was authorized to sell them to the Virginians.

Cornelis Van Tienhoven wrote in 1650 that a young mare with her second or third foal was worth from one hundred and fifty to one hundred and sixty florins, about sixty dollars, and a four or five-year old stallion one hundred and thirty florins. At the same time, in New England, a good mare sold for one hundred to one hundred and twenty florins, and a stallion for one hundred florins, the animals being more numerous in that colony. A description of New Netherland by Adrian Vanderdonk, published in 1656, says: "The horses are of the proper breed for husbandry, having been brought from Utrecht for that purpose, and this stock has not diminished in size or quality. There are also horses of the English breed, which are lighter, not so good for agricultural use, but fit for the saddle. These do not cost so much as the Netherlands breed and are easily obtained." Arnoldus Montanus, in his "Description of New Netherland," published in 1671, also speaks of the horses from Utrecht as being superior to the English stock.

In 1629 horses were brought to the Massachusetts Bay Colony, but the early settlers in the Plymouth Colony do not seem to have had their animals with them, for William Bradford nowhere makes mention of them in his writings. Probably the Plymouth colonists obtained such as they needed from their immediate neighbors of the Massachusetts Bay Colony. The first general letter, written in 1629 by the Governor and Deputy Governor of New England for the plantation of Massachusetts Bay, provides that "all the cattle, including horses and mares shipped to the colony, shall be equally divided between the shipper and the company." Soon after that date six vessels were despatched to the colony, one of which, The Lyons Whelp, brought over ten mares and horses. A second letter from the company in London to Governor Endicott advises him regarding the care of the cattle, especially the mares, and Mr. White, minister, recommends that William Dodge, "a skilful and painful husbandman, be appointed to the charge of a team of horses."

When Governor John Winthrop came to the colony on the ship *Arabella*, in 1630, he brought with him sixty horses, along with many cattle. In the same year the *Mayflower* and the *Whale* arrived in Charlestown, with most of their live stock cargo dead, however, including a mare and a horse belonging to Winthrop, although, as he writes in his journal, "Some stone horses came over in good plight." During the next few years there were

other importations into the Massachusetts colonies and in 1635 two Dutch ships from the Texel arrived in Salem bringing twenty-seven Flanders mares and three horses, the former valued at thirty-four pounds each. From this time forward horses began to increase in all the New England colonies and soon became objects of considerable traffic, being especially in demand by the Dutch in New Amsterdam and also by the people of the West Indies. When the Reverend Thomas Hooker went into the wilderness to found the city of Hartford, on the banks of the Connecticut River, he was carried in a horse litter and his company had other horses with them. Among those who early turned their attention to raising horses was Dr. John Clarke, of Boston, who introduced the breed long known in that part of the country by his name. He died in 1664, leaving a large stock of horses, mares and colts in Massachusetts and Plymouth.

In the first instance nearly all these original equine emigrants were unquestionably working animals of a nondescript character, probably below the average of the nags that in the Old England of those days did service in agriculture or for ordinary purposes of transporting goods or travelers. It is, indeed, supposed that the wants of the colonists in this respect were in part supplied from the Spanish possessions in South and Central America, where the Moorish type of horses had been domesticated for several generations before the ancestors of the American people became permanently established on this side of the Atlantic. There is, however, little evidence on this point, and the question is in itself not important.

As the principles of scientific breeding became better known in the Old World, and as it was realized there that the horse of high degree surpassed his plebian fellows in speed, endurance and general usefulness, a better class of animals seems to have found its way to the colonies. References to such facts are, however, scattering, and have little bearing upon the subject of this inquiry. It was not until a comparatively later period that attention was paid in this country to the highest type of horses, and then they were derived directly from the running turf of England itself. In fact until the eighteenth century was well advanced, we discover no firm ground upon which to stand in the consideration of, either, the condition of horseflesh in the colonies or the existence of racing, except of the most sporadic and primitive character.

Notwithstanding the early introduction of horses into New England the Puritans who settled in that part of the country, were, of course, on religious principles, averse to all kinds of sports or anything savoring of indulgence or recreation. They regarded horse racing with particular disfavor because it was a pastime and pursuit specially identified in their minds with the kings and princes

of the Stuart dynasty, and the cavalier nobility and gentry of the mother country, with whom they had been so long at issue, and to escape from whom they had emigrated to America. The early statutes of all the New England colonies imposed severe penalties upon "horse coursing." In 1778, in Connecticut, the law prohibited horse racing under the penalty of forfeiture of the horse and a fine of forty shillings. At the same time, however, it appears that racing was indulged in to a considerable extent in Rhode Island as early as the opening years of the century. Silver plate prizes were run for, and many of these mementos of the ancient sport are preserved to this day. Before the middle of the century, however, racing and the betting coincident therewith had attained to such importance that the inherent religious spirit of the community protested against them, so that in 1749, the General Court of that colony prohibited racing under a penalty of the forfeiture of the horse and a fine of one hundred dollars. Similar enactments to those passed in Connecticut and Rhode Island were also decreed in the other New England colonies.

It may be observed, however strange though this may seem under all the circumstances, that the only distinct breed produced in America during the colonial period was the Narragansett pacer, an animal so named from its natural action and famous for speed and value before those characteristics pertained to any other family of horses in the United States. It is believed that the Narragansett pacer was derived from some of the English pacers that were among the horses early imported into the Massachusetts colony. These were unquestionably horses of good blood, with perhaps strains of the thoroughbred in them, and by careful selecting and breeding attained to marked distinction for many excellent qualities; but their real origin has always remained, to a great extent, mythical and uncertain. They were raised largely for export to Barbadoes and the other islands of the West Indies, and were also in demand from the other colonies. For lack of scientific care this interesting class of animals died out even before the beginning of the present century. Later on New England also yielded the celebrated Morgan strain, so useful in the creation of the American trotting horse, in which case a combination of the Canadian pony with the common stock used in Vermont is apparently responsible for the result.

But apart from these accidental incidences, New England has played little part in the development of the horse in this country. The inherited Puritanism of that section has, generally speaking, held everything that pertained to the track in profound abhorrence. While in other parts of the United States, especially during the present century, the "sport of kings" has fully established itself, in New England there has been, com-

paratively speaking, only moderate interest manifested in the turf. There is not, nor ever has been, a race course of any pretension in that part of the country, and yet sporadic instances of popular devotion to the track have not been infrequent. Reference has already been made to early horse racing in Rhode Island. In a work published in Dublin in 1753, entitled, "America Dissected," the Reverend James McSparren, who was sent out as an Episcopal missionary to Rhode Island in 1721 by the London Society for the Propagation of the Gospel in Foreign Parts, has much to say concerning the Narragansett pacers, and in a note to a later edition of this interesting work, its editor speaks of the early races in these terms:

"Little Neck Beach in South Kingston, of one mile in length, was the race course. A silver tankard was the prize, and high bets were otherwise made on speed. Some of these prize tankards were remaining a few years ago." Another authority, speaking on the same subject, says that contests on the turf between the racing sportsmen of Narragansett and Virginia were frequent in the early colonial days, the matches taking place alternately in each section, followed by a return visit to the other. Strangely enough, too, coming down to later times, we find an early attempt at systematic racing under exact regulations in Eastern Massachusetts. In *The Columbian Centinel* and *Massachusetts Federalist* the following advertisement appeared in August, 1801:

"SPORTING—A HOLIDAY FOR THE INDUSTRIOUS LABORER.

"The Heats or races will be run, for the first time in New England, September 1 next, in the park of Mr. Joel Herriman, one and a half miles north of Haverhill Bridge. There will be a stage erected on the centre of the ground for the accommodation of the Ladies who may wish to be spectators; also boxes at each corner of said stage, hung upon swivels, large enough for a Gentleman and Lady. It is expected that these boxes will be occupied by particular application. The purse to be run for will be \$50; distance round the course, one mile; any one horse distancing the whole, first or Second Heat, will be entitled to the purse, otherwise the foremost horse the last Heat. Any horse losing the distance will be debarred running again; the distance pole will be twenty yards from the winning pole. Entrance money for each horse, \$2, will be run for the next day, by what is called the scrub race; the sweepstakes or horse that wins the purse will be excluded. Any Gentleman wishing to enter a horse for said Heat will have an opportunity any time before the last day of this month by applying to James Smiley or William Sawyer, living near said ground. Any horse entered for said Heats, at the pole, will be double price. The horses must be upon the spot precisely at 2 o'clock p. m. Any

horse taking advantage of said poles when running the race must take a retrograde step around the poles again. This piece of amusement, although very novel in this part of the country, has been long practiced in Europe and the Southern States. Our justly esteemed and much admired Washington made it a constant rule to enter for the Heats one or more horses every year, and oftentimes made the purse himself, and always attended in person when he could make it convenient. He frequently invited Gentlemen and Ladies of the first families in order to encourage the breed of horses."

There are some things both unique and interesting in this announcement. The reference to the Father of his Country as a patron of the turf was evidently necessary to persuade the strict New Englanders of the upright character of the sport, but the plea in favor of racing to encourage the breed of horses has a very modern sound. A grand stand in the centre of a race course, as described in this advertisement, would be a novelty in these days, and yet it undoubtedly had its advantages for those who would like to see a contest from start to finish. The boxes or swivels enabled their occupants to turn in any direction, so as to follow the horses in the circuit of the track without moving from their seats.

The first regular racing in this country, of which we have any historical account, was not in New England, however. It dated from 1665, when Governor Richard Nicolls, the first English Governor of the colony of New Netherland, inaugurated a race course at Hempstead Plains, Long Island. The Governor named this course Newmarket, after the famous English course, and offered a plate to be run for. In 1669, Governor Lovelace ordered the justices of Hempstead to receive subscriptions from all such as were disposed to run for a crown of silver or value thereof in good wheat, "for the purpose of improving and encouraging good breed of horses." For several years under Governor Nicolls and his successors there were spring and autumn meetings at this course, and generous prizes were offered. The competing horses were of Dutch stock, for no English thoroughbreds had been imported at that time. They carried ten stone weight, and ran two-mile distances. The opening of the course on Hempstead Plains awakened such an interest that other courses were constructed in the neighborhood of New York, and racing soon became the popular sport of the period.

It is, however, in the Southern colonies that we find the real beginning of racing in America, and the first systematic and persistent attempts to improve the character of horses by importing and breeding from representatives of the aristocratic thoroughbred. Although in the North, specially in New York and New Jersey, there was, as we have seen, some early interest in the turf, generally speaking, the South and Southwest became

the first real home of the race horse in this country, and it was in those regions that the racer of highest type in America was gradually and definitely developed. There were some especially strong reasons for the existence of this condition of affairs. The original settlers of the Southern colonies were, principally, men of good English birth, representatives of the landed gentry of the mother country. At home they had been attached to the cavalier party, and, having been born to wealth, were devoted to the chase and tournament and inclined to all kinds of field sports. The turf was just springing into prominence when they were leaving England, and they naturally brought an interest in it with them. That part of the country where they settled was soon found to be peculiarly adapted in climate, soil and productions to the raising and breeding of thoroughbreds. Furthermore, the mild climate of the South was not only a strong incentive to outdoor sports of every description, but also afforded them every possible opportunity for the indulgence of their tastes in this direction.

The possession of large estates cultivated by slaves gave the colonists abundant leisure, and the profits of tobacco growing, which soon became the principal industry of the South, enabled the owners of these plantations to indulge in a style of living modeled on the generous scale of that of country gentlemen in England. Being from the outset, as they have ever since continued to be, an essentially agricultural people, the raising of stock, including horses, naturally engaged a considerable part of their attention purely as a matter of business. Fox hunting was introduced into Virginia at an early date, and the records of the colony contain abundant evidence showing that racing, although, truth to tell, of a somewhat primitive and informal kind, was also a leading amusement. So far as can be judged from the reports that have come down to us from that time, these contests were, to a considerable extent, of what may be termed a "scrub character," like the matches that are so often made in rural districts all the world over. Still, the fact that the sport was indulged in, even to a limited extent and in an imperfect way, as early as the middle of the seventeenth century, is a significant fact, and it is not strange to find that the love of horses and a knowledge of their capabilities among these pioneer colonists should early have given birth to a desire for the improvement of the breed. The prizes for these early races were generally several hundred pounds of tobacco, a product that was then the staple medium of exchange. In some instances, as appears from old records, the wager of the race was that both horses should become the property of the winner.

Racing of a more formal character began to develop in the South, particularly in Virginia and Maryland, in the early years of the eighteenth century. The sport

was a feature in the life of all the principal towns of the colonies for some years previous to 1750. In that early period quarter racing was most in vogue, and a traveler in that section of the country, speaking of this sport, before the Revolutionary War, said: "In the southern part of the colony and in North Carolina they are much attached to Quarter Racing, which is always a match between two horses to run one-quarter of a mile, straight out, being merely an exertion of speed; and they have a breed that perform it with astonishing velocity, beating every other for that distance with great ease, but they have no bottom. However, I am confident, that there is not a horse in England, nor, perhaps, in the whole world, that can excel them in rapid speed; and these, likewise, make excellent saddle horses for the road."

An advertisement that appeared in *The Virginia Gazette* of January 11, 1739, gives as clear an idea as it is possible to secure from any source of the general character of the racing events of that time. This interesting old document is well worth presentation in its entirety. It read as follows: "This is to give notice that there will be run for at Mr. Joseph Seawall's, in Gloucester County, on the first Tuesday in April next, a Purse of Thirty Pistoles, by any horse, mare or gelding; all sized horses to carry 140 pounds and Galloways to be allowed weight for inches, to pay one Pistole entrance, if a subscriber, and two if not, and the entrance money to go to the second horse, etc. And on the day following, on the same course, there will be a Saddle, Bridle and Housing, of five pounds value, to be run for by any horse, mare or gelding that never won a prize of that value, four miles, before. Each horse to pay five shillings entrance, and that to go to the horse that comes in second. And on the day following there is to be run for, by horses not exceeding thirteen hands, a hunting saddle, bridle and whip. Each horse to pay two shillings and sixpence at entrance, to be given to the horse that comes in second. Happy is he that can get the highest rider."

The first record of the importation of a thoroughbred horse into American colonies was in 1730, when a stallion called Bully Rock was brought into Virginia. He boasted of royal equine blood, having been foaled in 1718 by the Darley Arabian, out of a mare by the Byerly Turk, grandam by the Lister Turk and great-grandam a royal mare. Some ten years later a famous brood mare named Bonnie Lass by the Duke of Bolton's bay Bolton, out of a daughter of the Darley Arabian, was also brought to Virginia. This is believed to be the first instance of an imported thoroughbred mare. Before the year 1768 a noted stallion named Bashaw was kept on Long Island. He came from the stables of the Emperor of Morocco.

A stallion that attained to fame shortly after the middle

of the eighteenth century was Lindsay's Arabian, a big gray horse. Many romantic stories were told concerning him. It was said that he was a Barb and was a present to the commander of a British man-of-war from one of the Sultans of Barbary. Being taken to South America, he met with an accident, but was afterward brought to Connecticut by the captain of an American trading vessel, to whom he had been given by his former owner. Colonel Wylls, of Hartford, who owned him in 1770, called him Ranger, and he was described as "a fine English stallion of the Barbary breed, bred in England." The horse subsequently passed into the hands of Captain Lindsay, of Maryland, from whom he received the name of Lindsay's Arabian. Another imported stallion who left his imprint particularly on the stock of Virginia was Jolly Roger, by Roundhead, by Flying Childers, who was foaled in 1741 and brought to this country by Mr. Craddock, dying in Greenville County, Va., in 1772 at thirty-one years of age. He left many descendants of remarkable speed for that day. Janus, by Old Janus, the latter being a son of the Darley Arabian, was another of our early importations, and did good service in the stud.

Practically the importation of English race horses did not begin until about the middle of the century that is here under consideration. The records bearing upon this matter are exceedingly scant and unsatisfactory, and in many respects altogether unreliable. Mr. John H. Wallace, the accomplished turf writer, has, perhaps, given more attention to the subject than any other man in the United States, and has dug out of the old musty records many interesting facts. In his valuable work, "The Horse of America," Mr. Wallace says: "From about 1750 to 1770 seems to have been a period of great prosperity in Virginia, and, notwithstanding the general improvidence of the times, many of the large landholders and planters were getting rich from their fine crops of tobacco and their negroes. This prosperity manifested itself strongly in the direction of the popular sport of horse racing and improving the size, quality and fleetness of the running horse. * * * * The action of one planter stirred up half a dozen others who felt they could not afford to be behind in the matter of improvement, but more especially that they could not afford to be behind in the finish at the fall and spring race meetings of the future. These importations went on continuously for about twelve years, and until they were interrupted by the excited relations and feelings between the colonies and the mother country and the preparations for the War of the Revolution, which was then imminent. After the close of the Revolution a perfect avalanche of race horses was poured upon us, some of which were good, but a great majority of them were never heard of after their arrival on the race course or elsewhere."

Mr. Wallace records the names of six horses that were brought over within a year or two after 1750, Monkey, Traveller, Dabster, Childers, Badger and Janus, and adds that others might be named, although some, at least, are mythical. He thinks that the whole number imported into all the colonies before the War of the Revolution counts up to about fifty, some of these being practically unknown, while a few of them are wholly fictitious. During the quarter of a century immediately preceding the Revolution not more than twenty mares of English race horse blood were imported. Monkey, who was imported in 1747, when twenty-two years old, was by the Lonsdale bay Arabian, dam by Curwen's bay Barb, daughter of the Byerly Turk and a royal mare. Makeless, another good horse that came about this time, was by Oglethorpe Arab out of Trumpet's dam.

The pedigrees of many of these early horses have been lost, and as they are now given, are full of errors and falsifications, while the history of others is based upon nothing more trustworthy than oral tradition. Among those of whom we have traditions as early importations were Aristótle, said to be by the Cullen Arabian; Bolton, by Shock, dam by Partner; Childers, said to have been imported into Virginia in 1771, by Blaze, son of Flying Childers, dam by Fox; Cub, foaled in 1739 by Fox, dam by Warlock Galloway, out of Curwen's Bay Barb; Othello, foaled in 1743, by Crab out of Miss Slammerkin; Silver-Eye, by the Cullen Arabian, dam by Curwen's Bay Barb. In 1751, came Colonel B. Tasker's Selima, by the Godolphin Arabian, said to have been an own sister to Babraham. She was bought of the Marquis of Granby on the express condition that she should be exported. In 1752, she won the first great race on record, at Gloucester, Va., beating Colonel Byrd's renowned Try-All and Colonel Tayloe's imported Jenny Cameron and others, four miles for a purse of 500 pistoles. In 1771, and several years following, a distinguished Maryland mare was Colonel Lloyd's imported Nancy Bywell, by Matchem. She beat all competitors, among them such famous horses as Selim, Apollo, Brittania, Wild-air and Regulus. General Spottiswoode's Apollo, by Fearnought, was beaten only by her, but in Virginia he turned the tables and twice defeated his previously victorious competitor.

Moreton's Traveller was imported in 1754. His pedigree has always been in much dispute, but he was one of the most celebrated stallions of Virginia in the last century. The best authorities generally agree that he was foaled about 1748, being the son of Partner, a grandson of the Byerly Turk and grandsire of King Herod. Traveller was one of the most valuable early stallions in America, and was the sire to many celebrated racers, including Yorick, Try-All, Silver Legs, Barwell's Traveller and Lloyd's Traveller. Janus was imported by

Mordecai Booth in 1752, and his best son was Medoc's Celer. Tom Jones was imported in 1755; Bolton by Mr. Lightfoot in 1765; Childers by Colonel John Tayloe in 1769; Dottrel by Mr. Lee in 1769, and Sterling by Mr. Evans in 1768. Besides the importations of brood mares by the above-named gentlemen, we find Mr. Nelson's Blossom, Mr. Carter Braxton's Kitty Fisher, Colonel William Byrd's Calista, and other mares imported by Messrs. Peter Randolph, John Page, John Bland and others.

It is, however, impossible to set forth, more than partially, a record of all the horses of high descent that were imported into the United States in this period, down to the close of the eighteenth century. Some of these importations were of a particularly interesting character and became historically important. Previous to 1753, the celebrated Spark came hither. He was owned by Governor Benjamin Ogle, of Maryland, to whom he had been presented by Lord Baltimore, who received him as a gift from the Prince of Wales, father to King George III. Spark was by Honeycomb Punch, out of Wilkes' Old Hautboy mare, and the latter horse was also imported into Virginia by Colonel Colville and known in this country as Miss Colville. Old Hautboy was a son of the D'Arcy White Turk, out of one of the royal mares of King Charles II. Governor Ogle also imported Queen Mab by Musgrove's Grey Arabian. About 1750, Colonel Tasker, of Maryland, imported the celebrated English mare, Selima, a daughter of the Godolphin Arabian. She was one of the most distinguished mares that ever ran in America, and through Rockingham, Marc Antony and many others of her descendants was the progenitrix of some of the best and most fashionable blood in America.

About this time, or a little earlier, there were imported into Virginia Routh's Crab, by Old Crab, dam by Counsellor, daughter of Coneyskins and also Monkey by the Lonsdale Bay Arabian, dam by Curwen's Bay Barb, daughter of the Byerly Turk and a royal mare. Monkey was twenty-two years old when imported, but left good stock. To these and a few other notable horses that were early imported with the mares, Selima, Queen Mab, Jenny Cameron, Kitty Fisher, Miss Colville and others, may be traced all, or almost all, the families of running horses now existing in the United States to a greater or less degree and with nearly as much certainty as the English champions of the olden day may be followed up to imported Arab and Barb on both sides. Many of the earliest Virginia and Maryland importations, it has been pointed out, ran through Partner on the one hand, to Spanker and Spanker's dam, the white and yellow D'Arcy Turks, the Selaby Turk, and either the old Vintner or the Layton Violet Barb mares; and, on the other hand, to the Godolphin Arabian through Babra-

ham, Juniper, Dormouse and others. In this connection it is also interesting to note that the celebrated Sir Archy of later date ran back through his sire into precisely the same strain of Partner blood, and through his grandam into the same Babraham and Godolphin Arabian strain.

In New York, two particularly celebrated horses were imported as early as 1764 by Colonel de Lancey. These were Wildair by Cade and Lath by Shepherd's Crab. Colonel De Lancey also imported the Cub Mare. Both Wildair and Lath greatly distinguished themselves as sires, the former being considered so valuable that he was reimported to England. Flimnap, Sweeper and Toby were imported into the Carolinas between the years 1760 and 1770. The former was a grandson, on both sides, of the Godolphin Arabian, while both Sweeper and Toby, the latter being imported by Colonel William Alston, of North Carolina, traced to the same progenitor. Although Pennsylvania has never been conspicuous for the interest that its people have taken in the turf, two notable horses were imported into that State about this time. One of them, known as as Grey Northumberland, and also called Irish Grey, is said to have been bred by Lord Mazarine. The pedigree of the other, Old England, is also unknown, but he is supposed to have been by Old England, a son of the Godolphin Arabian. One of the oldest American time races on record was run in 1767 in Philadelphia between these two horses and a bay horse named Selim and another named Granby. The first heat was run in 8 minutes, 2 seconds, Selim winning from Old England by a single length. In the second heat, after running three times round, close to the heels of Selim, Old England flew the course. It would appear, according to the records of this race in a Philadelphia newspaper of that date, that, even before that time, there were regular meetings in Philadelphia, it being stated that this race was run "for the gentlemen's subscription purse of 100 guineas."

The American Revolution once ended, there was a marked revival of interest in racing and in the thoroughbred horse which was not confined to the South, as had been largely the case during the colonial epoch. Many causes combined to produce this result. The people, freed from foreign domination, threw themselves into business activity, so that in the years succeeding the peace with the mother country large fortunes were accumulated and the Northern seaboard cities became centres of social life on a much more extended scale, one of the manifestations of which was an increased interest in sports of all kinds. At the same time the turf in England had at last emerged from its unsettled state and assumed the position which it has ever since occupied in the estimation of her people.

Heretofore, the ground in regard to the complete ancestry of many of the horses which have made the fame of the turf, either in England or America, was very uncertain. In 1791, however, the Stud Book was compiled. Thenceforth horse breeding was rescued from being a haphazard pursuit and reduced to a scientific basis, in which the combination of the powers of animals of known descent and approximately well defined qualities could be relied upon to produce certain results in their descendants.

Moreover, it had become well recognized by this time that the improvement of the breed of horses was one of the most valuable benefits that could be conferred upon a country, and that the infusion of thoroughbred blood among the mass of animals was, beyond all doubt, the best method of accomplishing such a desirable result. Although there might be complaint in some quarters as to the supposed evils, moral or otherwise, of the turf, it, and it alone, furnished the incentives, either sentimental or substantial, that would induce men of wealth and intelligence to devote their efforts to improving the character and capabilities of horseflesh. To a people as quick-witted as Americans these arguments appealed with peculiar force, and in the period immediately succeeding the Revolution we find a great and marked revival of interest in horses and racing, although the turf had not as yet gained the importance which it was presently to assume.

Soon the number of thoroughbreds in this country, both imported and of native breeding, began to exhibit a decided increase. Many of these animals were of worthy origin, and showed themselves capable of creditable achievements, while they have handed down their names and reputations through long lines of descendants even to the present day. Others were less distinguished, but still are eminently worthy of position on the rolls as contributing no small part to the development of the early American turf. Several famous imported stallions from whom have been derived many important American families came in these years. Earliest among them was Medley, who was imported into Virginia in 1783 and was one of the best sires ever brought into this country, his descendants including Atalanta, Bel Air, GrayDiomed, Calypso, Gray Medley, Lamplighter, Boxer, Pandora, Quicksilver, Virginia and others, all of whom were good racers and in their turn getters of racers. Medley was by Gimcrack, dam Arminda by Snap, out of Miss Cleveland by Regulus. His great-great-grandam was by Bartlett's Childers. His sire was by Cripple, out of Miss Elliott by Grisewood's Partner, and Cripple was by the Godolphin Arabian, out of Blossom by Crab.

Diomed, who was foaled in 1777 and imported into Virginia in 1798, has been called the greatest sire of the greatest winner getters ever brought into this country.

It is only necessary to mention among his descendants Duroc, Florizel, Gracchus, Gallatin, Hampton, King Herod, Potomac, Sir Archy, Truxton, Boston, Fashion, Virginius, Peacemaker, Primrose, Dinwiddie and others, without going further on the list, to show the high place to which he is entitled as a progenitor of great American racers. This famous stallion was by Florizel, dam by Spectator, grandam by Blank and great-grandam by Childers. Florizel was by Herod, dam by Cygnet, and Herod was by Tartar out of Cypron, Tartar going back to Jig, Byerly Turk and a royal mare and Cypron being the great-great-granddaughter of the Darley Arabian. Diomed came to this country from the stables of Sir Charles Dunbury. He will remain forever famous as the first winner of the Blue Ribbon of the turf, having vanquished all his rivals at the first Derby race at Epsom in 1780. He was twenty-two years old when he was brought to the United States, and his blood, particularly through his son, Sir Archy, whose dam was also imported, was a most valuable element in our old American stock.

Another great stallion imported into Virginia before the close of the century was Bedford, who was foaled in 1792, a son of Dungannon, dam Fairy by Highflyer, and in the sixth generation from Byerly Turk on the side of his dam. His sire, Dungannon, was by the famous Eclipse, out of Aspasia by Herod, his great-great-grandam, Daphne, being by the Godolphin Arabian. Bedford was a great stallion and there has been scarcely a family of horses in the Southern States that has not in some degree, more or less, partaken of his blood. He was a rich bay, but a peculiar elevation on his rump that amounted almost to a deformity detracted from his appearance. This mark was known as the Bedford hump and was transmitted to his posterity, so that such celebrated winners as American Eclipse, Black Maria, Shark, Boston, Argyle and others, were distinguished by it. Among the children of Bedford were Aeolus, Cup-bearer, Fairy, Lady Bedford, Nancy Air, Shylock, Lottery and others. Another importation into Virginia in this early period was Shark by Marske, out of the Snap mare, Marske, who was also the sire of Eclipse, being by Squirt, dam by Foxcub. Squirt was by Bartlett's Childers, dam by Snake. On the side of his dam Shark was descended from Marlborough, who was by the Godolphin Arabian. The most distinguished progeny of Shark were Opossum, Virago, Americus, Black Maria, Annette and others.

Contemporaneous with Diomed was Gabriel, who was foaled in 1790 and imported into Virginia. He was got by Dorimant, his dam being a Snap mare. Dorimant was by Otho out of a Babraham mare. Otho was by Moses, dam Miss Vernon by Cade, grandam by Partner and in the eighth generation from Place's White Turk.

Moses was out of a Portland Arabian dam. Gabriel became famous for the splendor of his get and their great performances. He got Oscar, Post-boy and others, the former, out of a dam by imported Medley, being his most celebrated son. Other early importations were Saltram, winner of the Derby of 1783, who was a son of Eclipse and also Sir Harry, the Derby winner of 1798, whose sire was the famous Sir Peter Teazle by Highflyer, by King Herod. Other Derby winners who came over during this same period were John Bull (1792), Spread Eagle (1795), and Archduke (1799). At the same time a large number of brood mares of the most approved strains were brought to American studs, and with the female descendants of the early and subsequent importations furnished material on which the skilful breeder was able to display his aptitude in selection with the most gratifying results. In the long list of champions of this period, besides those that have already been enumerated, were Celer, Yorick, Try-All, Marc Antony, Regulus, Flag of Truce, Goode's Brimmer, Butler's Virginia Nell, Cincinnatus, Leviathan, Collector, Amanda, Hickory, Maid of the Oaks and Pacolet.

The most famous progenitor of Virginia race horses in the early colonial epoch was Fearnought, who was imported about 1764, and is regarded as the Godolphin Arabian of America. He was a handsome bay, 15 hands, 2½ inches high, and was foaled in 1755. His sire was Regulus, by the Godolphin Barb, out of the dam Grey Robinson, by the Bald Galloway, his grandam being by Snake, out of Old Wilkes' Hautboy mare. The dam of Fearnought was out of Silvertail, by Whitenose, his grandam by Rattle, his great-grandam by the Darley Arabian, and his great-great-grandam the Old Child mare by Sir Thomas Gresley's Arabian. In Fearnought was the highest and purest blood of England. His progeny were of uncommon figure and contributed additional size and bottom to the American race horse. Importations previous to his time had already given to the American turf many mares of excellent quality. Janus and Jolly Roger particularly had left many good descendants, and with them, and those derived from other imported stallions and mares, he was not called upon to engraft his aristocratic blood on that of unknown or unworthy dams. It may, in fact, be said that the records only partially give the names of the large number of other thoroughbred mares and stallions that were imported during the period in question, and that constituted a substantial foundation for the Fearnought family.

It is unquestioned that from the date of Fearnought's appearance his progeny firmly established a fashion not only of speed but of endurance as well, that put all animals of inferior breeding at a decided disadvantage. He was decidedly superior as a sire to any previous representatives of thoroughbred blood that had as yet come to Amer-

ica, and his get proved a better class of horses than Virginia or the Southern colonies in general possessed. Under the stimulus of his reputation and that of other stallions who came soon after his arrival here, breeding grew to be a favorite occupation of the wealthy gentlefolk of Virginia and other Southern States. A little earlier than this date, quarter-mile races, which had generally prevailed up to that time, began to be abandoned for trials at longer distances, which the superior bottom of the newer horses enabled them to accomplish. As we have already seen, it was in 1752 that Colonel Tasker's English mare Selima ran and won a sweepstakes at four miles. The prowess of Fearnought and his descendants was, however, the most powerful factor in leading up to the substitution of the three and four-mile races for the hitherto popular quarter-mile events. Among his progeny were such distinguished early horses as Nonpareil, Nimrod, America, Regulus, Godolphin, Shakespeare, Gallant, Apollo, Harris' Eclipse, Laurel, Matchless, King Herod, Whynot, Dandridge's Fearnought and Symmes' Wildair, the latter being considered his best son.

In 1788 there was also brought to the United States a thoroughbred stallion who holds a unique position in the history of both racing and breeding in America. This was the celebrated imported Messenger, son of Mambrino. His lineage went back through his grandsire Engineer to the great Flying Childers, son of the Darley Arabian and Betty Leeds. Mambrino, his sire, was foaled in 1768 out of the Cade mare, the dam of Dulcinia. Cade was by the Godolphin Arabian, out of Roxana. Mambrino was a great horse on the turf and got many fine race horses, as well as some very famous hunters and road horses. From his blood the English coach horses are thought to have derived their fine qualities, and this capacity to get either racers, weight-carrying saddle horses or road horses for harness, was transmitted in its full perfection to his son.

Like his sire, imported Messenger was a gray. He first started in 1783, when he beat Spectre for \$1,500, at one and a quarter miles. He was then three years old. The next year he was beaten for a sweepstakes and for the Jockey Club Plate for four-year olds. At Ipswich he was second for the King's Purse, winning one heat. He was kept well at work, for at the Newmarket meeting he won the Sixty Guineas, weight for age, Ditch-in. He also beat Ulysses in a mile match for \$500. These performances ended his doings in his four-year old form. The next year he began running at the Newmarket first spring meeting, where he beat the Prince of Wales' Ulysses, in a match for \$1,000. At the same meeting he was successful in a match with Fortitude, whom he beat for \$1,500, across the flat. His last starting was at the Houghton meeting, where he was beaten in a weight-for-age race, the last three miles of the Beacon Course.

He was not a great race horse, for, though often successful, he did not meet those grand performers, sons of King Herod and Eclipse, who ran for the great turf prizes in his day. But he was a good, honest horse, and in matching him his owner had good luck.

It was from this gray horse that the animals descended in America, whose blood, permeating in many channels, has made his name famous throughout a wide extent of country. There is not upon the Continent a reputation higher, more widely spread, or more deserved than that which belongs to the Messenger horses. He got horses for the turf whose performances at four-mile heats have seldom been surpassed, and when put to country mares he produced a race of trotting horses whose names have become almost synonymous with speed, pluck and a constitution in wind and limb that defied hard work and endured to a very old age. He was about seven years and a half old when he was brought to this country, a rather coarse looking horse, 15 hands, 3 inches high. For over twenty years he was in the stud, first in the vicinity of Philadelphia and afterward near New York. Mr. Henry Astor, of New York, owned him in 1793, at which time he was valued at a little more than \$4,000. He was afterward owned in part by Mr. Cornelius W. Van Ranst. He died in 1808 in the stable of Mr. Townsend Cock, near Oyster Bay, Long Island. His burial was made the occasion of a great turnout by all the country people thereabout, and he was placed in a grave specially prepared for him, a short distance from his stable, while a military organization gave him the honors of a hero by firing volley after volley over his grave.

Descendants of Messenger have been famous both upon the running course and the trotting track. He got Miller's Damsel, the dam of American Eclipse; Potomac, Fair Rachel, Little John, Bright Phœbus, Hopperboy, Empress, Romp, Grand Turk, Washington Gray and other horses that were distinguished three-quarters of a century and more ago. The last colt of which he is known to have been the sire was called the Bush Messenger, after his owner, Mr. Philo C. Bush. But he is better known now as the ancestor of a great tribe of trotting horses, whose name is legion, rather than as the ancestor of thoroughbreds. In truth, he is the fountain head of the American trotting horse. Among his sons and daughters who were distinguished in the trotting annals of the United States, alike from their accomplishments on the track and in the stud, were Hambletonian, who was originally called Hamiltonian, Mambrino, Winthrop or Maine Messenger, Engineer, Commander, Tip-poo Sahib, Grey Mambrino, Black Messenger, Saratoga, Mount Holly, Coriander and Fagdown. The best line of Messenger trotters has probably been that short and very direct one through Mambrino and Abdallah to Hambletonian and his descendants. The horses of this famous

blood get excellent produce, and its mares are equally valuable. The Messenger blood has always been well represented in the West, where Mambrino Chief was long its leading stallion.

To one of the sons of Messenger Vermont is indebted for those crosses which have largely sustained the size and quality of the horses of that State in spite of the mania which has prevailed for the small and mongrel-bred Morgans. Hambletonian was got by Messenger out of a mare called Peacock. She was not thoroughbred, though she foaled winners to Messenger, and when it came to breeding from them, the black drop soon showed itself. Hambletonian, however, was a stallion calculated to do immense service in the State of Vermont, where he stood many years. The Bush Messenger, the last of the sons of the fine old horse, who had run and won at Newmarket, stood much in Maine and established good crosses there. Wherever Messenger sent a son, especially if he had good country mares to go to, a fine, stout, long-lived race of horses was the result. There are not in the history of the turf, or in the Stud Book, or in the traditions of general breeders, any two horses from whom has flowed such peculiar, such general and such varied excellence as from Mambrino in England, and his son Messenger in this country. Hambletonian, the great-grandson of Messenger, and well inbred, was the nearest to and the richest in the blood and proved that he possessed and transmitted to his offspring the great leading characteristics of this tribe, viz., speed, bottom, stoutness of frame, endurance and courage.

Of the many excellent thoroughbred mares that were imported during the closing years of the century none was more distinguished, or was of more value in the stud than Black Maria. She was one of the prodigies of her day, and united not only great speed to unflinching gameness, but was possessed of remarkable stamina, running until her fourteenth year. She was out of a celebrated race mare by imported Shark, one of the best racers and stallions that England ever produced. Her dam was by Regulus. Originally known as Selden's Maria, she was sold to Mr. Alexander when she was three years old, and soon afterward became the property of Colonel John Tayloe, of Virginia, and General Wade Hampton, of South Carolina. She was sent to South Carolina for the express purpose of a trial with General William Washington's renowned Shark by imported Shark, who up to that time had been considered invincible. Successful in this race, she defeating Shark upon the course of the Charleston Jockey Club in four-mile heats and subsequently had a brilliant career extending well into the nineteenth century. Another mare belonging to Colonel John Tayloe was Virago, by imported Shark out of imported Virago by Star. She was foaled in 1791, and

for several years after attaining her three-age form, stood at the head of the turf, beating in many races the best horses, including the famous Virginia Nell, twice, once in September, 1796, in a match race at Port Royal, S. C.

It will not have escaped notice that in our review of the American turf down to this point, Virginia and Maryland have been exhibited as taking a predominant part in advancing the cause of the thoroughbred. Nevertheless, while the turf on this side of the ocean was thus in a formative state, other sections of the country bore a share scarcely less distinguished than that of Virginia and Maryland in bringing it to settled condition. Especially was this true of South Carolina. The City of Charleston, in that State, was the business and social centre of a community which prided itself on English blood and aristocratic tastes. Racing would naturally find favor in such a society, and as far back as 1734 horses were matched against each other there, although these early contests were not of a particularly notable character, nor had they much bearing upon the subsequent development of the turf. One of these match races is recorded as having been run for twenty pounds a side, the contest taking place on what was called the green, the use of that term indicating that, at that time, racing, as in England, was actually on the turf. In the newspapers of South Carolina of the middle of the eighteenth century were occasional announcements referring to "the famous racing horse named Roger," "a gelding chestnut owned by one Joseph Butler," and other horses that were advertised as great race horses. Notwithstanding there is little or no historical evidence of any strains of blood specially bred to run in the colony at that time.

Soon, however, a jockey club was organized in Charleston, and horses of approved blood were procured from Virginia and from England, although breeding apparently made little progress until shortly before the outbreak of the Revolution. The first noteworthy thoroughbred imported into South Carolina was Flimnap, a bay stallion by South, out of a mare by Cygnet, the latter by the Godolphin Arabian. Flimnap was imported soon after 1770 by a Mr. Mansell and served to notably enrich the blood of the race horses of the period. He was an excellent performer on the course and the pedigrees of some of the best horses of America during the last century or more begin with him. He had a reputation that extended beyond local confines, and during the invasion of South Carolina by the British under Lord Cornwallis, expeditions were organized several times to capture him from the plantation of his owner, Major Harleson. The horse, however, was secreted, and escaping his would-be captors, was taken to North Carolina, where he remained in safety until the war was ended.

Even before the breaking out of the Revolution races

were becoming more and more frequent upon the Newmarket and other courses that were opened in different parts of South Carolina. Most of these races, it must be confessed, however, could bear little comparison with the sport of subsequent days, for they were little more than scrub affairs. Everybody, however, men and women, attended them, and gentlemen of the highest standing in the State, whether in wealth, political eminence or social position, were active supporters of the turf. Josiah Quincy, the eminent Massachusetts statesman, who visited Charleston in 1773, made these notes in his journal:

"March 3—Spent day in viewing horses, riding over the town, and receiving complimentary visits. March 16—Spent the morning, ever since five o'clock, in perusing public records of the Province, etc., etc.; am now going to the famous races. The races were well performed; but Flimnap beat little David (who had won the last sixteen races) out and out. The last heat the former distanced the latter. The first four-mile heat was performed in 8 minutes and 17 seconds, being four miles. Two thousand pounds were won and lost at this race, and Flimnap sold at public vendue the same day for 300 pounds sterling. At the races I saw a fine collection of excellent, though very high priced horses, and was let a little into the singular art and mystery of the turf."

Indeed some of the most brilliant pages in the history of the turf of America are those that comprise the racing annals of South Carolina immediately following the close of the Revolution. The wealthy citizens of the State were among the most ardent turfmen in the country and the race meets that took place in Charleston were celebrated even beyond the borders of the United States. For many years Charleston was a great racing centre and the meetings on the Newmarket Course and afterwards on the Washington Course, under the auspices of the South Carolina Jockey Club, were the great social and sporting events of the year. Among the names associated with the sport in this early period, which has been called "A golden age of racing in South Carolina," were members of such families as, Moultrie, Pinckney, Alston, Wigfall, Sumter, Rutledge, Hampton, Singleton, McPherson and Fenwick. What would even in these days be considered no inconsiderable sums were expended in the purchase of the highest class of high-bred stock and the equipment and maintenance of racing stables, and the South Carolina horsemen were justly regarded as among the foremost representatives of the sport. A chronicler of 1786 thus wrote of the gatherings on the Newmarket Course at that time:

"Whether we consider the elevated character of the gentlemen of the turf; the attraction the races possessed at that time, and for many subsequent years, for all sorts

and conditions of men—youth anticipating its delights for weeks beforehand, the sternness of age relaxing by their approach, lovers becoming more ardent, and young damsels setting their caps with greater taste and dexterity—the quality of the company in attendance; the splendid equipages; the liveried outriders that were to be seen daily on the course; the gentlemen attending the races in fashionably London-made clothes, buckskin breeches and top-boots; the universal interest pervading all classes, from the judge upon the bench to the little schoolboy with his satchel on his back; the kind greetings of the town and country; the happy meetings of old friends, whose residences were at a distance, affording occasions of happy intercourse and festivity; the marked absence of all care, except the care of the horses; the total disregard of the value of time, except by the competitors of the races, who did their best to save it and economize it—everything combined to render race week in Charleston emphatically the carnival of the State, when it was unpopular, if not impossible to be out of spirits, and not to mingle with the gay throng.”

After the Revolution New York was slower than the Southern sections of the country in renewing its interest in racing. It is worth recalling, however, that during the British occupation of the city the British officers found leisure to indulge in their national sport. The Royal American Gazette, published in New York in 1781,

by Alexander Robertson, has an advertisement of one of the racing meetings of that time, that is of more than ordinary historical interest. It appears in the issue of the paper for Thursday, April 26, as follows: “ASCOT HEATH, *Second MEETING*.—On Tuesday, Wednesday and Thursday, the 5th, 6th and 7th of June next, being in WHITSUNTIDE WEEK, will be run for on each of these three days, A *purse of 100 pounds value*; also on each of the said days will be run for a purse of TWENTY POUNDS value, calculated for horses that are not properly trained. Particulars of the whole will be notified in proper time, by advertisements and hand bills. CHARLES LOOSLEY, *Brooklyn-Hall, April 26, 1781.*” In the same issue of this newspaper also appeared another unique advertisement in which Mr. Loosley pleads for the attention and commiseration of all lovers of amusement: “STOLE from the Plains of Flatlands on Saturday night last, between the hours of 9 and 10 in the evening, about seventy yards of new WHITE INCH ROPE, that had been fixed there for the utility of the races. The rope is the property of Charles Loosley, at Brooklyn-Hall; and he hopes that every exertion will be made to bring to justice the perpetrators of this inroad upon property and insult upon commendable amusements—for which purpose TWENTY GUINEAS will be paid on conviction of any one or more of the offenders, by CHARLES LOOSLEY, *Brooklyn-Hall, April 26, 1781.*”

A GOLDEN AGE OF RACING

THE AMERICAN TURF IN THE FIRST HALF OF THE NINETEENTH CENTURY—A PERIOD OF GREAT HORSES,
DISTINGUISHED TURFMEN AND BRILLIANT RACING—FULL DEVELOPMENT
OF THE AMERICAN THOROUGHBRED

THE early years of the present century were a golden age of the turf, especially in the Southern States where, almost alone, it had secured a permanent footing. Most of the great turfmen who had devoted themselves to the sport, even though, it must be confessed, in a somewhat tentative manner, in the years immediately following the close of the Revolution, continued their interest and activity in breeding and racing well into the succeeding century. It was from the planters and stock raisers of that section that these notable horsemen were developed, and they and their successors, drawn from this original social rank, continued until within comparatively a few years, to be a large majority of their class in this country. In those early days of the turf it was generally conceded that, to make racing popular, successful and profitable, horses should be bred, trained and run in the sections where they were raised. It is only since the Civil War, perhaps, that this view of the subject has been substantially changed, and even at this time it would scarcely be true to say that the old idea has been entirely obliterated. This consideration, combined with other circumstances, was a most potent factor in making Virginia, Maryland, Kentucky, Tennessee and other States of the South famous for the frequency, popularity and social and financial success of their various race meetings.

It was not, however, until the century was well on its way that the American turf assumed a form of settled order and that the pedigrees of horses on this side the Atlantic became clear and distinct, affording the desired opportunities for that comparison between different strains of blood that is so fascinating to the lovers of horses and so necessary to an intelligent view of the subject. Although racing had been fully established in all sections of the country previous to the War of 1812, the contests during the first quarter of a century after the War of the Revolution were, as we have already seen, of a somewhat desultory character, while results were not officially recorded, so that the records of running down to about 1815 are far from reliable. Writing upon this special phase of the subject, Henry William Herbert, better known as Frank Forester, has expressed himself in this wise:

“To draw a parallel as nearly as I can draw one, I re-

gard the old American turf, prior to the fifteenth year, at least, of the nineteenth century, as neither more nor less authentic than that of England up to the time of English Eclipse, and I consider that the era of the importation and covering of Diomed and Messenger in the United States as parallel to that of O’Kelly’s wonderful stallion (Eclipse) in the old country. From the day when the sons and the daughters of these noble animals began to run upon the turfs of England and the tracks of America all is plain and on record, so that he who runs may read.”

The list of thoroughbreds who made good report of themselves during the first fifty years or so of the century, and elevated the American turf to a position of renown and even of prospective rivalry with the more ancient turf of England, is both imposing and brilliant. It includes many names that have become household words, not only in sporting circles, but also in general public estimation. The fame and the achievements of such great champions as Boston, Fashion, Ariel, Sir Archy, Lexington, Lecomte and scores of others have extended not only throughout the United States, but even to foreign lands. Their imperishable performances have made some of the most glowing pages in the turf history of the world. Besides these famous ones there were scores, aye, hundreds, that were scarcely less worthy, and whose careers helped to round out a wonderful half century of turf achievements. Their names have been less conspicuous than those of the greater cracks, it may be, but, none the less, they scarcely yield second rank to those of the most brilliant reputation. Even to record the names of these eminent thoroughbreds would require many volumes. A few of them only may be referred to here in order to give a suggestion, at least, of the richness of American turf history in this period.

The stable of Colonel John Tayloe, of Virginia, contained many excellent stallions and mares who were successful on the turf, and also transmitted valuable strains of blood to their descendants. One of the best of Colonel Tayloe’s string in the first decade of the century was Lady Lightfoot by Sir Archy, out of Black Maria by Shark. From youth until she was aged there were few better race horses in Virginia or elsewhere than Lady Lightfoot. When Vanity was winning

triumphs along the James River, Lady Lightfoot was equally successful along the Potomac. In 1817 she won the Cup of the Charleston, S. C., Jockey Club, two-mile heats, defeating Colonel Singleton's Young Lottery, a few days after that performance winning another two-mile heat race, again beating Young Lottery and three more, while on the next day she won the handicap race in three mile heats, beating the renowned Transport, Merino Ewe and others. In this one week she accomplished the unprecedented triumph of winning three days out of four against the best horses in the State. The following year, in a three-mile heat, she beat Vanity, but before the question of superiority was fully decided by the completion of this race Vanity trod on a pole and fell, breaking her neck. She afterward beat Tuckahoe who, in his time, was deemed the best horse on the turf and almost invincible. From three to eleven years of age she was in constant training, and out of the 199 miles that she run, she won 115, her triumphs extending from South Carolina to New York. As a brood mare, afterward owned by Mr. Charles H. Hall, of Harlem, New York, she was distinguished by her progeny, especially by Mr. J. C. Stevens' Black Maria, Colonel Wade Hampton's Bay Maria and Commodore R. F. Stockton's Shark, all of them being by Eclipse.

Vanity, one of the closest rivals of Lady Lightfoot, was an own sister of Reality, both of them being by Sir Archy, out of a dam by imported Medley. Both were run with great success by Colonel William R. Johnson, who bred from the latter by Sir Charles, the equally famed Bonnets O'Blue, the winner of many great matches and particularly of a four-mile heat race, over the Charleston, S. C., course, against Clara Fisher, who was got by Kosciusko, a son of Sir Archy, out of a dam by Hephestion, son of imported Buzzard. Bonnets O'Blue became most renowned as the dam of Fashion, who beat Boston in 1842.

Nancy Air, by imported Shark out of Annette, dam of the Maid of Oaks, by imported Shark, played a conspicuous part on the turf in the first few years after the century opened, being run by Colonel W. Alston in the stable with the renowned Gallatin. She was the dam of the great racer and brood mare Transport, by Virginus. After a brilliant career on the turf Transport produced Sir William, by Sir Archy, and Bertand, Jr., and Julia, both by Bertrand. Annette, the dam of Nancy Air, was run successfully by Colonel Tayloe under the name of Phantasmagoria. The Maid of Oaks, who was foaled in 1801, and was owned by Captain Bird Willis and General Ridgely, proved superior to all her competitors until she trained off, beating such horses as Surprise, Oscar, Floretta, Topgallant and others of the same class. With Post Boy, the Maid of Oaks and Oscar, General Ridgely

had one of the strongest strings at that time. From the Maid of Oaks, by Duroc, came Marshall Duroc, a good racer, and, by imported Expedition, the dam of Medoc, who was the best son of Eclipse.

Lottery, by imported Bedford, out of imported Anvilina, was foaled in 1800. She was owned by Colonel Singleton, and in her phenomenally brilliant career beat Merchant, Hampton, Farmer, Peggy and others. By Sir Archy she produced Young Lottery, Kosciusko, Saxe-Weimar, Mary Singleton and Phenomenon. Sally Hope, who was foaled in 1822, was by Sir Archy, out of a dam by imported Chance. Although by accident and mismanagement she was unfortunate upon her first appearance upon the turf, she ran a long and brilliant career, achieving twenty-one victories out of twenty-five contests. In about eight months she traveled nearly 1,500 miles and won sixteen races in succession, most of them being three and four-mile heats against a succession of fresh horses, beating such good ones as Betsey Ransom, Snowstorm, Trumpator, Phillis and others. Colonel Wynne, her owner, considered her the best four-miler of the day, superior even to the more famous Ariel, whom he also owned and trained. Polly Hopkins, who was foaled in 1825, was got by Virginian out of a dam by imported Archduke. She won twenty-six races out of the thirty in which she entered at all distances, breaking down the spring that she was six years old, after having defeated the best horses of her day—Star, Kate Kearney, Slender, Collier and others—and having the best time to her record. Trifle, by Sir Charles, out of a dam by Cicero, son of Sir Archy, was foaled in 1828, and had a long and celebrated career, being regarded as a phenomenon of speed and bottom. When in condition she beat all competitors—Black Maria, Spark, Alice Grey, Muckle John, Red Gauntlet, Collier and others. Although she lost a few races, she won about twenty before she retired, twelve or more of her best ones being in succession.

One of the most distinguished daughters of Timoleon was Omega, out of Daisy Cropper, by Oscar. Foaled in 1834, she was very successful throughout her career, her most celebrated achievements including a winning four miles in 7 minutes, 40 seconds, the best time on the Washington City course; a good second place to Boston in the best time on the Petersburg, Va., course, and a winning four-mile heat race in four heats upon the course at Charleston, S. C. During her career she beat Gano, Santa Anna and others. Andrewetta, by Andrew, out of a dam by Oscar, was foaled in 1835 and ran a lengthy and famous career at Petersburg, Va., winning a heat from the peerless Boston in 7 minutes, 50 seconds, the fastest over the course. She was the dam of Engineer, by Revenue, and of Bostona, by Boston. Sarah Washington, by Zinganee, out of a dam by Contention, both

Zinganee and Contention being by Sir Archy, was distinguished by her fast races in Virginia and Washington in the forties. She ran a second four-mile heat with Utaw in 7 minutes, 42 seconds, except that of Omega, the fastest four-mile heat over the Washington Course. She was the dam of Oratrix, Escape, Inspector, Slasher, Sue Washington and Fanny Washington, names of imperishable renown.

In the same decade Reel, by imported Glencoe, by Cotton, was the champion of the Southwest until she broke down when running against George Martin, by Zinganee, out of a dam by Sir Archy. Reel was more distinguished through her sons than by her own achievements, she being the dam of Lecomte by Boston, Stark by Wagner and Prioress, the two latter being in the string that Mr. Richard Ten Broeck took to England, where Stark won the Goodwood and other great stakes and Prioress won the Cesarewitch. Of the same period was Nina, by Boston, out of an imported dam by Lottery. Her career was nearly, if not quite, equal to that of any of her illustrious predecessors. She ran over several courses in the best time, especially in a four-mile heat contest over the Broad Rock course in 7 minutes, 46½ seconds, 7 minutes, 46 seconds and 7 minutes, 49 seconds. She was the dam of Planet and Exchequer, both by Revenue. Undine, who was foaled in 1856, was got by Jeff Davis out of a dam by Imported Monarch. During a short but brilliant career she beat the best horses of her time—Nicholas I., Exchequer, Fanny Washington and others—and won from Planet much the fastest race of four-mile heats ever run over the course at Charleston, S. C., in 7 minutes, 36½ seconds and 7 minutes, 42 seconds.

Even more famous than the mares were the stallions of the period under consideration, both imported and native born. Earliest among the importations were Phoenix in 1803, Bussorah in 1819, Roman in 1823, Barefoot in 1827, Hedgeford and Autocrat in 1833 and Trustee in 1835. Trustee produced the imperial Fashion, Roman got Treasurer, Barefoot was the sire of Clara Howard and Hedgeford the sire of Duane. Bussorah was an Arabian, but did not add essentially to the value of thoroughbred stock in the United States any more than have other Arabians that have been imported since his time. He was a horse of great beauty, had a good pedigree and was free from any particular defects of form, but lacked the perfect degree of excellence that was necessary to make him successful in the stud. Florizel, by imported Diomed out of a dam by imported Shark, was the Eclipse of the first years of the century, defeating all his competitors without ever being put to his topmost speed. He won the great match of the day, \$3000 a side against Peacemaker, another renowned son of

Diomed. He also became more famous as the sire of the dam of Boston.

Gallatin, who was owned by Colonel John Tayloe and Colonel William Alston, was got by imported Bedford, out of an imported dam by Mambrino. He was a horse of extraordinary speed, one of the best, if not quite the best, of his day, and supposed to be superior to all his predecessors. Governor Benjamin Ogle's Oscar, by imported Gabriel out of Vixen by imported Medley, was renowned on the turf and in the stud, and especially for the match race, four-mile heats, in which he beat First Consul. Medoc, by American Eclipse, was one of Mr. John C. Steven's best horses and had a fine record, both on the turf and in the stud. Post Boy, by imported Gabriel, was a brilliant race horse, one of the best on the American turf. He died when aged from an accident, which befell him when running against Hickory, the victor in a three-heat race. He was owned by General Charles Ridgely. First Consul, by Flag of Truce, out of a dam by imported Slender, out of imported Diana by Eclipse, was considered one of the best horses on the turf until he was beaten in the famous match race by Oscar in Baltimore.

Brown Dick, by imported Margrave out of Fanny King by imported Glencoe, was owned by Colonel Goldsby. He ran with success, especially in winning at Charleston, S. C., two-mile heats in 3 minutes, 42 seconds and 3 minutes, 46 seconds, and the following day three-mile heats in 5 minutes, 43 seconds and 5 minutes, 42 seconds. Another one of his celebrated races was upon the course near New Orleans, when he beat Arrow three-mile heats in 5 minutes, 30 seconds and 5 minutes, 28 seconds. Argyle, by Monsieur Tonson out of Thistle by Oscar, was a renowned racer, bred in Maryland, and stood at the head of the turf in South Carolina and Georgia, until beaten in a great race by John Bascombe. Mingo, by American Eclipse, his dam Bay Bett being by Thornton's Rattler and he by Sir Archy, was a magnificent and beautiful horse, regarded by many as an animal in the highest form. He was a good winner and good performer, but suffered a great deal from bad management, honors being taken from him by Post Boy, Lady Clifden and others. John Bascombe, by Bertrand, son of Sir Archy and out of Gray Goose by Pacolet, was renowned for winning two great matches of four-mile heats in Georgia, in one of which he beat Argyle in 7 minutes, 47 seconds. Upon the Fashion Course at New York he was the Southern champion against the North in one race, beating Post Boy, by Sir Henry. He was a large, tall and light-bodied horse, had fine action, and was an easy and speedy goer, but was not a stayer.

Trustee, one of the best horses imported into the United States during this period, arrived here in 1835, and died in 1856. He was foaled in 1829, and was got

by Catton out of Emma by Whisker, his grandam being Gibside Fairy by Hermes. He traced back to Lord Oxford's Dun Arabian out of the D'Arcy black-legged, royal mare. He was selected by Commodore Robert F. Stockton and Messrs. Francis P. Corbyn and F. G. Ogden, and after his arrival in this country Commodore Stockton trained him and ran him at Trenton on a private trial at four miles, in which he performed admirably. By Bonnets O'Blue, he was the sire of the celebrated Fashion, was also the sire of Trustee, the first horse in the world that ever trotted twenty miles within an hour, and of America, Grace Darling, Revenue, Carlotta, Livingston, John Black, Nero, Logan and others.

Imported Sovereign was bred by King William IV. in 1836. He was purchased at the annual sale of yearlings in 1837 by Colonel Wade Hampton, of South Carolina, for 400 guineas and brought to the United States. At that time he was described as a sumptuous looking colt, having as much bone and substance as Commodore Stockton's Langford, also bred at Hampton Court. In color he was a dark bay, with a small star, stood 16 hands high, and was of commanding presence. On his voyage over to this country he was injured so that he never appeared on the turf, but was a valuable addition to the stud. He was got by Emilius out of Fleur-de-Lis, who was sold to the French Government for a large price at the sale of the royal stud. Fleur-de-Lis, with Elizabeth and Maria, were the three great favorites of King William IV., and also of George IV. She was considered the most blood-like mare in England, and when purchased for the royal stud cost \$7,500. She was by Bourbon out of Lady Rachel by Stamford. Emilius, the sire of Sovereign, was got by Orville out of Emily by Stamford, and traced to Whiskey out of Grey Dorimont by Dorimont. Sovereign became the sire of Childe Harold, Berry, Charleston, Prioress, Ruric, Governor Johnson, Bailie Jordon, Avis, Terrifier, Nat Pope, Fleur-de-Lis, and many other famous cracks. To this list, which is by no means complete, of the worthy thoroughbreds of the first thirty years or more of the present century, might also be added the names of Clarion, by Monmouth Eclipse out of a dam by Oscar; Expedition, Baronet, Alexander, Rockwood, Clumsy, Grey Granthem, Bay Bolton, Clockfast, Spread Eagle, Rockingham, True Whig, Giantess, Henry Perrit, and scores, if not hundreds, of others not less entitled to consideration.

Sectional rivalry in racing matters has in this age entirely passed away. All interested in the turf are thoroughly acquainted with the fact that the West is the best breeding ground for the thoroughbred horse, and that in the past a very large proportion of the keenest and most successful horsemen have been natives of that section; at the same time, the prominence of the

North as the centre of racing and the influence of other sections in breeding is now frankly conceded. It would, however, be impossible to gainsay the fact that Kentucky in particular has played the most important part of any State in the modern development of the thoroughbred on this side of the Atlantic. Both that State and Tennessee were settled largely, if not mainly, by Virginians, who carried with them to the West both a love for the sport and a large number of the best horses that could then be found in this country. It was quickly discovered that soil, climate and the particularly nutritious character of the grasses—above all, the famed Kentucky blue grass—favored the development of all the best qualities of which the thoroughbred is capable. Consequently, even before the admission of Kentucky into the Union, it took a high rank for both breeding and racing, while Tennessee was not far behind in these respects. Though still very much in the condition of a wilderness, Kentucky had its race meets as early as 1788, and boasted at that time of horses of no mean descent or small merit. Time has only emphasized the advantages with which nature herself has endowed Kentucky and her neighbor, and if there is any part of the land which can contest their supremacy as a place for breeding it is only California, where within recent years that industry has assumed remarkable proportions and been attended with wonderful results.

Lexington, Ky., possesses the oldest race track in the West. The association which conducts the racing there was organized in 1823, and since that time its regular races have been held practically without interruptions. Indeed, even during the Civil War, when the stress or the conflict closed the gates of practically every track in the land, whether in the North or South, the passion of the Kentuckians for their favorite sport could not be subdued. The only break in the record was in 1862, when the State itself was the scene of hostilities and when the forces of the Confederate General Kirby Smith occupied Lexington on their advance into Kentucky and encamped on the race grounds, the spring meeting being then omitted. Horsemanship is a natural accomplishment with the natives of that section and all classes are intensely interested in the turf, to which they have always given generous support and encouragement. Even the great commoner, Henry Clay himself, was a breeder of note. He imported the famous mare, Yorkshire, and his son, Mr. James M. Clay, made the statesman's beautiful home at Ashlands famous for its breeding stud.

It is, indeed, impossible to exaggerate the important part which Kentucky horses and Kentucky horsemen have had in the development of the turf in our country. In the matter of importations her leading men displayed the utmost liberality, as well as a true power of selection. Many of the best English horses which came to this

country after the early period of the turf ultimately found their way to Kentucky studs, the horses bred there thus representing the best results that could be obtained from high-class stock, supplemented by ideal conditions for rearing and developing blooded animals. Among the horses from abroad which thus, in most instances, contributed directly to raise the standard of the Kentucky horse, were such animals as the Derby winners, Priam and St. Giles, and Rowton, Musgrave and Barefoot, winners of the St. Leger, with other noteworthy racers and sires, including Sarpedon, Tranby, Cætus, Trustee, Emancipation, Chateau Margaux, Riddleworth and Leviathan, not to neglect the great sire, imported Glencoe, the ancestor of so many winning horses for more than two generations.

Kentucky, which has been the home of the majority of America's great thoroughbreds, also holds the bones of hundreds of them. Many of these great turf performers and great sires sleep in unknown and unmarked graves. A simple marble shaft, which stands over the grave of the immortal Lexington, was the first memorial stone ever erected over the remains of a dead turf king. Mr. Frank Harper, a near neighbor of Mr. A. J. Alexander, the owner of Lexington, followed the example set by the latter, and when his own incomparable stallions, Ten Broeck and Longfellow, died, he gave them decent burials on his pretty Nantura Farm, near Midway, and over the grave of each erected suitable monuments, which tell the breeding and the performances of the horses which lie beneath them. These are the only two Kentucky breeders who have seen fit to place stones over their equine dead, and their examples remained almost unique until Mr. James R. Keene, in 1897, put an appropriate slab over the grave of his young stallion, Domino. The burial places of other noted horses, while known, in many instances remain still unmarked.

Imported Pizarro, imported Whistle Jacket, Duke of Montrose and Strathmore are buried at the home of their former owner, Mr. Milton Young, at McGrathiana, Ky. His splendid English stallion, Osory, full brother of Ormonde, died on the ocean while being brought to this country and was buried at sea. Imported Australia is buried at Woodburn, and Waverly at Mr. James Grinstead's old Walnut Hills Farm. At Elmendorf Virgil and imported Prince Charlie sleep. Imported Glenelg was buried on Mr. Tyree Bates' farm near Gallatin, Tenn. At General W. H. Jackson's Belle Meade Farm imported Vandal and Enquirer are buried. War Dance and Melbourne, Jr., are buried on Mr. A. K. Richard's farm in Scott County, Ky. General Abe Buford's McWhirter, the horse which broke his legs while running at St. Louis, was buried on the race course where he ran that remarkable race. It was the action of McWhirter in try-

ing to win after both his fore legs had been broken that caused General Buford to declare that he believed horses had souls and went to heaven. Imported Leamington was buried at Mr. Aristides Welsh's place, Erdenheim, near Philadelphia.

Grinstead is buried at Santa Anita Farm, California; Harry O'Fallon at Mr. L. B. Field's place near Lexington; imported Billet at Runnymede; imported Buckden at Boyle County, Ky.; Tom Bowling, the wild horse, at Mr. S. C. Lyne's Larchmont farm, near Lexington, and Alarm at Manor Bashford Farm, near Louisville. Boston, the sire of Lexington, is buried at the old Blackburn Farm in Woodford County, where Senator Blackburn was born. American Eclipse is also buried there. Grey Eagle, the famous show horse which took premiums over all the Kentucky stallions, while he was the property of Mr. Parker E. Todhunter, is buried in Ohio, and Medoc in Scott County, Ky. At Ashland Farm, near Lexington, Ky., the only thoroughbred establishment in America ever conducted by a woman, Mrs. John M. Clay, are buried imported Yorkshire and the great brood mare, Magnolia, who was sent as a present to Henry Clay by admiring turfmen of Virginia. Mrs. Clay is the daughter-in-law of the great commoner, and she keeps green the little mound over Magnolia's bones. Sir Leslie was buried at The Meadows, near Lexington, which was the birthplace of Alexander's Lexington, and Sidi Hammet is also buried there. Imported Sarpedon, the sire of Alice Carneal, the dam of Lexington, is buried about four miles from Lexington, Ky., on the Georgetown road.

Imported Glencoe, the only horse known to have died while standing up, is buried on Mr. A. K. Richard's old farm in Scott County, Ky. Bertrand is buried in Bourbon County, and Lexington's son, Norfolk, who sired El Rio Rey and other great performers out of Mariam, is buried on Mr. Theodore Winter's farm in California. Imported Diomed was buried in Virginia; imported Phaeton at Hurtsbourne Stud Farm, near Louisville; Sir Archy at Colonel W. R. Johnson's, near Richmond, Va.; Dalnacardoch at Middlebrook Farm, Maryland; imported Glen Athol at Mr. J. V. Shipp's farm in Woodford County, Ky.; imported Glengary at Kennesaw Stud Farm, Gallatin, Tenn.; imported The Ill Used at the Nursery Stud, near Lexington; King Ernest at Brookdale Stud Farm, New Jersey; imported Martinhurst at Pasadena, Cal.; imported Mortemer at Brookdale Stud and imported Mr. Pickwick at Mr. Charles Reed's Fairview Stud, Tenn. Ossian died at sea while being imported to this country and was buried in the Atlantic; Rossifer at Fairview Stud, Tennessee; Strachino at Woodstock, Canada; imported Stylites, destroyed on account of an accident, at Meadowthorpe, the home of Colonel James E. Pepper, near Lexington; Zorilla at Elmendorf; Aris-

tides, Mr. H. P. McGrath's "little red horse," at the St. Louis fair grounds; Baden Baden at Rhinebeck, N. Y.; Elias Lawrence on Mr. J. Walter Payne's Mapleton Farm, near Lexington; Littleton at Montgomery Square, Pa.; Pat Malloy at Woodburn; Red Roy in Montana; Vauxhall near Lexington; Whisper on Fleetwood Stud Farm, near Frankfort; King Ban on the banks of North Elkhorn, at Dixiana Farm; Fellowcraft at Mr. J. R. Haley's farm, near Donerail, Ky.; Ban Fox and King Fox on Hogan's ranch, Colorado; Herzog near Cincinnati, at the old Buckeye race course. Skedaddle, by Yorkshire out of Magnolia, is buried at Mrs. John M. Clay's Ashland Farm; also Balloon, Star Davis, Margaret Wood and Georgie Wood. Kentucky is buried at August Belmont's farm.

Tennessee, also at an early period in its history, manifested a generous interest in the turf. The first settlers of that section of the country brought with them some of their best stock from Virginia and the Carolinas, and some Mexican mares of the Spanish and Barb breed were introduced. Among the early stallions of the Janus family in Tennessee were Jupiter, Comet and Bowie and of the Fearnought family, Eclipse, Wildair and Bucephalus. About 1809, Gray Medley, who was bred by Governor Williams of North Carolina, was brought to Tennessee by Dr. Redmond D. Barry, and did much to improve the quality of the horses which were bred in the younger State. He was a handsome horse and very game in appearance and lived to an old age. He was the son of imported Medley and became the sire of the dam of the famous brood mare, Madame Tonson. Wilkes' Wonder, a son of Diomed, was another stallion noted in the early history of the Tennessee turf, and Cœur de Lion, Royalist and Hal also did good service in the first decade or so of the present century. Very many of the best Eastern or imported horses also found their way to the State and aided in improving the quality of the race horses it produced.

General Andrew Jackson, who was interested in breeding and racing, had a notable horse in Truxton, a powerful animal, sired by Diomed. Truxton was engaged in many performances, being almost a sure winner, whether at a quarter or a four-mile heat. One of the famous races in early Tennessee days was between Truxton and a swift mare Greyhound, owned by Mr. Catton. The match was a mile dash and General Jackson carried away heavy spoils as the result of the victory of Truxton. Pacolet was also one of Tennessee's famous stallions whose sons, Brushy Mountain and Cumberland, particularly distinguished themselves. Pacolet was also the sire of Tonson, who beat everything in his State and afterward beat at Boydton the celebrated Sally Walker against all of Colonel W. R. Johnson's skill and management. Contemporary with

these was Bagdad, who was bought by Mr. George Barclay from the Minister of Tripoli to England, and imported into this country in 1823; dying in 1836, he left some good stock, remarkable for speed rather than bottom; he was said to be of pure Arabian blood. Of the celebrated Sir Archy stock Tennessee had among others, Gray Archy, Timoleon, Pacific, Napoleon, Stockholder and Crusader. Stockholder got Betsey Malone and Pacific was the sire of Pactolus, Gamma, Epsilon and others.

Pacolet held his own in competition with the best imported horses and with the very best Virginia breds. The Tonson family, which came from him, was considered one of the most valuable in Tennessee and long had an established reputation throughout the South. Sir John was got by Pacolet, out of a dam by Topgallant, his grandam being by Gray Medley, out of a Virginia bred mare, said to have been full bred. When Sir John became a winner his name was changed to Monsieur Tonson and his dam took the name of Madame Tonson. Another famous Tennessee horse was Topgallant, bred in Georgia, and got by Gallatin out of a dam by Wildair. Imported Highlander, imported Childers and Doublehead, by Diomed and others, were some of the best stallions in Middle Tennessee in the early days of the turf in that State.

Nearly all the prominent men in Tennessee yielded more or less to the fascinations of the turf, and the meetings at Nashville and elsewhere compared, in point of interest and in the quality of the racing, even with those upon the Kentucky track. Some of the most important controversies of the period, social and political, were the outgrowth of this interest in the race track. It is recorded, for instance, that the defeat of Irving's Plowboy, by Truxton, in a race of two-mile heats for \$5,000, was the cause of the duel between Generals Jackson and Dickinson. Besides General Jackson, General Lucius J. Polk, of the historic family that afterward gave a President to the United States, General W. G. Harding and the Honorable Bailie Peyton were among the most prominent turfmen of the State.

A list of the deaths of some of the leading thoroughbreds in the first half century of American turf history may be interesting in this connection. Imported Janus died in Virginia in 1780, aged 33 years; imported Fearnought died in Virginia about 1776, aged 26 years; American Eclipse died in Virginia about 1790, aged 20 years; Marc Antony died in North Carolina about 1793, aged 32 years; imported Shark died in Virginia in 1796, aged 25 years; imported Medley died in Virginia in 1799, aged 23 years; Celer died in North Carolina in 1802, aged 28 years; Spread Eagle died in Kentucky in 1805, aged 13 years; Gray Diomed died in North Carolina in 1806, aged 20 years; imported Messenger died in New York in 1808,

aged 28 years; imported Diomed died in Virginia in 1807, aged 30 years; imported Cœur de Lion died in 1809, aged 20 years; Dragon died in Tennessee in 1812, aged 25 years; Wonder died in Tennessee in 1815, aged 15 years; imported Boaster died in Tennessee in 1819, aged 24 years; Pacolet died in Tennessee in 1825, aged 17 years; Oscar died in Tennessee in 1826, aged 11 years; imported Eagle died in Kentucky in 1817, aged 30 years; Constitution died in Tennessee in 1827, aged 22 years; imported Bluster died in 1828, aged 20 years; imported Buzzard died in Kentucky in 1811, aged 24 years.

Possessing, as the breeders and lovers of racing in the United States at last did, animals of the highest thoroughbred type, it was natural that steps should be taken to facilitate the trial of their powers in a regular way. Horsemen of the present day can hardly conceive of the practical difficulties which the pioneers of the turf had to encounter in putting it upon a firm foundation in this country. The spirit of Puritanism, which is unquestionably part of the fundamental character of many Americans, was opposed to the turf on principle, and was particularly displayed at the great Northern centres of population, where public interest could otherwise have been most naturally developed. This, however, counted for little in comparison with the difficulties of a purely physical nature involved in the great distances between different sections and the inadequate means of transportation. To-day a whole stable of thoroughbreds can be taken by rail from California to the great tracks of the East with comparatively little risk, far less than was once involved in bringing a single horse from Virginia to New York. It was not until the railroads set distances at naught that animals from the West began to compete at the Eastern tracks, and consequently the horsemen of the early decades of the century may be excused for the apparent slowness with which they proceeded to establish tracks, and to bring racing in the United States into some resemblance to the dignity and order that it had, considerably before that time, attained in England.

They were, however, sportsmen in the highest sense of the word, these fathers of the American turf, such as Colonel John Hoomes, or Colonel John Tayloe, who joined together in importing the great Diomed, or their worthy fellows, the Hamptons, Ildens, Ridgelys, Lloyds, Bowies, Stevens, and so on through a long list of names of might in our equine annals. They met with the discouragements and repulses which seem, from time to time, to be inevitable in connection with racing in the United States, but they were manful and in earnest, devoted to racing as a sport, and their efforts were certainly crowned with a success that time has not dimmed. The rewards of the turf were, in those days, little beyond honor. Purses were, to our eyes, ridiculously small, and

the racing public was such a comparatively restricted body that betting was on a limited scale. Under all these disadvantages they performed a wonderful service not only to the sport itself but to the standard of horseflesh in their country.

The universal esteem in which the turf was now held by nearly all classes was clearly indicated by the attendance upon racing events wherever they might occur, be that in the North or in the South. Even the Puritanism of New England yielded, more or less, to the fascinations of the sport. Statesmen, clergymen and other professional men gave the indorsement of their countenance to the turf, as well as those who were more substantially interested in it, from being the proprietors of breeding establishments or active participants in racing contests. Such distinguished statesmen and leaders as Washington and Jefferson were among the early patrons of the turf in Virginia in the latter part of the previous century. They even ran horses in rivalry with their fellow citizens, and long after they had departed this life they were pointed to as exemplars. Even now there are extant memorandum books in which Washington recorded his bets on some of the races which he attended.

As late as 1790 the Father of his Country acted as a judge at a race course near Alexandria. It speaks well of the high esteem in which he was held and of the confidence which his fellow citizens reposed in his integrity and fairness, that he was invited to officiate as judge on this occasion, even though one of his own horses was entered in the race; and it is also interesting to note that his horse was beaten. Afterward he sold this horse, which was named Magnolia, to "Lighthorse" Harry Lee for \$1,500, and the animal was sent to South Carolina, where it attained to some further distinction on the turf. In this same race meeting at Alexandria a horse entered by Thomas Jefferson, called simply a roan colt, was the winner, defeating Washington's Magnolia and several other horses entered by other prominent Virginian gentry. Quite as early as this time, also, race tracks were established at Petersburg, Richmond and at other centres of population in the State.

In treating of the subject of the development of horse racing in the United States during the present century the historian finds, almost at the very outset of his investigation, that it is incumbent upon him to consider the national capital, Washington, as one of the great centres of racing interest and the scene of brilliant turf events. To what extent the Southern statesmen of the old school were devoted admirers of horseflesh has been clearly and fully set forth on many pages of this volume. The brilliant and erratic John Randolph, of Roanoke, who was one of the foremost men of his period in displaying interest in this sport, had many companions among the public men of his time, who were in full agreement with

him upon this point, even though they may have sympathized with him less on political and other questions of the hour. Nor were the men of the North much, if any, behind their brethren from the Southern States in giving abundant attention and support to the institution that afforded one of the few relaxations which were then possible in the half-built and thinly-inhabited Washington of those days.

Even before the seat of Government was removed from Philadelphia to the new capital, and before Congress had held its first session there, racing interests had already established themselves on the banks of the Potomac. In 1800 a match race was run in the Federal city between Lamplighter, son of Medley, and Cincinnatus, one of the most renowned horses of that day. The former, as the representative of the State of Virginia, was entered by Colonel John Tayloe, while the latter was owned by General Ridgely, of Maryland, who ran with General Forman as his associate, Maryland against Virginia. The owner of Lamplighter being a tavern keeper, did not belong to what was considered the aristocratic class, and, consequently had not been permitted to become a member of the Jockey Club at Annapolis so as to start his horse. Nevertheless, he challenged Cincinnatus, but "I make matches only with gentlemen," was the reply of General Ridgely. At the request of the Virginia tavern keeper, Colonel Tayloe took the burden of the challenge upon his shoulders, and becoming the principal in the match, won the purse, which was for 500 guineas a side.

Even the representatives of the sacred profession did not deem it beneath the dignity of their cloth or derogatory to their Christian character to be patrons of the turf, or even to be owners of fast horses. The Reverend Hardy M. Cryer, of Tennessee, has often been cited as an example of the horse-loving parson of the period. The story that has been related of him is well worth preserving as throwing a bright light upon the life of that time. Many have held that this story was less true than well told, but there is abundant evidence of its truth. Mr. Cryer was part owner of a very fine colt, got by imported Leviathan. The colt, which had been bred on shares by Colonel George Elliott, showed remarkable promise of becoming a good racer. When he was two years old he was taken in full charge by Colonel Elliott, who was a distinguished turfman, a near neighbor, and an intimate friend of Mr. Cryer. Colonel Elliott having in view his value on the race course started to train him. Some of the ultraconscientious members of the good Mr. Cryer's flock became apprised of Colonel Elliott's intentions and were horrified to know that their pastor still owned a half interest in the horse.

Considerable talk ensued over the matter and finally at a church meeting a committee was appointed to wait

upon the pastor and ask for an explanation. A careful investigation was made by the members of the committee, who finally returned a report in which they took the Reverend Mr. Cryer severely to task, which shows incidentally that, notwithstanding the general tolerance and support that was given to the turf, there was a considerable minority at least in the community, even in the South, that looked upon it with something of askance. Before submitting the report to the church authorities with a request to discipline the offending pastor the members of the committee concluded to present the case for a vote to the congregation before whom the Reverend Mr. Cryer was requested to appear and defend himself, if defense he had. Accordingly on the appointed day, that being Sunday, after the morning services had been concluded, the chairman of the committee arose and with a dignity and severity that befitted the solemn occasion read the report in which it was charged that the Reverend Mr. Cryer, being associated with Colonel George Elliott, was actually having a horse trained for the very heinous purpose of being run for money, a procedure that was calculated to bring discredit upon the cause of the church and religion.

Then the worthy pastor was called upon to state if he had any defense. His reponse was brief and to the point. Saying that he could dispose of the matter in a few words, so far as he was concerned, he acknowledged that all that had been said was true and that Colonel Elliott was training a colt of which he was half owner. Then he added, "Brethren, if you can make any arrangement by which my half of that colt can stand in the stable while Colonel Elliott's half runs on the race track, I will be perfectly satisfied to meet your wishes in the matter." The humor of the response touched a sympathetic chord in the hearts of his hearers and it is probable also that a substantial majority of them had for themselves such a love of the turf that, after all, they were willing to look with lenient eye upon the pastor's offense. When a vote was taken the congregation declared by a large majority that it had the utmost confidence in Brother Cryer. The racing parson lived to a green old age, retaining to the last the love and respect of his people, the fullest confidence of his church and never relaxed his admiration for good horses or his interest in the race course.

No gentleman of the early part of the century seems to have been more constant in attendance upon turf events, or more enthusiastic over all classes of turf experiences, than the Honorable Josiah Quincy, of Massachusetts. He was a close rival of the warmest hearted Southerners in his admiration of this sport. Few of the great turf events of his period escaped his attention and he set down in his journal many spirited accounts of them, being one of the first and most graphic sporting

reporters, if we may be allowed so to designate him, that have been known in the annals of turf literature. Present at the match between American Eclipse and Sir Henry in 1823 he wrote in his journal that fully one hundred thousand persons witnessed that great triumph of the North over the South. He says that he sat just behind John Randolph, of Roanoke, concerning whom he adds, "apart from his intense sectional pride he had a personal interest at the turn things were taking; for he had bet heavily on the contest and it was said, proposed to sail for Europe upon clearing enough to pay his expenses. Mr. Quincy wrote of the race :

"There was never contest more exciting. Sectional feeling and heavy pecuniary stakes were both involved. The length of time before it was decided, the change of riders, the varying fortunes, all intensified the interest. I have seen the great Derby races, but they finish almost as soon as they begin, and were tame enough in comparison to this. Here, for nearly two hours, there was no abatement in the strain. I was unconconscious of everything else, and found, when the race was concluded, that the sun had actually blistered my cheek without my perceiving it. The victors were, of course, exultant, and Purdy, mounted on Eclipse, was led up to the judges' stand, the band playing 'See the Conquering Hero Comes.' The Southerners bore their losses like gentlemen, and with a good grace. It was suggested that the comparative chances of Adams and Jackson at the approaching Presidential election should be tested by the gathering. 'Ah,' said Mr. Randolph, 'if the question of the Presidency could be settled by this assembly there would be no opposition; Mr. Purdy would go to the White House by acclamation.'"

The palmiest days of the American turf were the latter portion of the first and the commencement of the second quarter of the present century. It was not until the century was advanced nearly to the end of its second decade that the people of the North began fully to appreciate the utility and practical excellence of horse racing, or to give it substantial encouragement. Previous to that time, racing, as has been already pointed out, was confined almost entirely as an established organized institution to the States of Maryland, Virginia, South Carolina, Kentucky and Tennessee, which were then the great race horse regions of the United States. Between 1825 and 1850 were run nearly all the great races and matches against time for long distances that have distinguished the American turf. Most of these races were in three and four-mile heats, and the preservation of the records of some of the more important of them is valuable as giving a clear insight of the character of the sport that enlisted the attention of our fathers, and is also a revelation of the endurance and speed of the horses that were then run. Four-mile heats in from 7 to 8 minutes and

three-mile heats in from 5 to 6 minutes were so common as to excite little surprise. There was scarcely a race meeting held, either in the North or the South, that did not develop one or more such records among its events. Several of the more striking achievements of this character are recorded in detail in another chapter of this volume. There were others, however, that were only secondary in interest, so far as time was concerned, even if they did not attract the sensational sectional attention that was given to the greater events.

To go back somewhat beyond the period which we have assigned as being that of the palmiest days of the turf, there were a few achievements that certainly deserve passing recognition. In 1786, Brimmer, seven years old and carrying 140 pounds, won a four-mile heat at Tappahannock, Va., in 8 minutes, 4 seconds, 8 minutes, 8 seconds and 8 minutes, 12 seconds, the time, with deductions, being 7 minutes, 32 seconds, 7 minutes, 36 seconds and 7 minutes, 40 seconds. Snapdragon, six years old and carrying 120 pounds, won four-mile heats on the Newmarket Course at Petersburg, Va., in 1803, in 8 minutes, 7 minutes, 57 seconds and 8 minutes, 4 seconds. Cupbearer, five years old, carrying 112 pounds, won four-mile heats, in 1804, at Fredericksburg, Va., in 7 minutes, 56 seconds and 7 minutes, 50 seconds.

In 1806 came a race upon the course at Washington that produced a great sensation at the time, as being remarkable for its competitors, both men and horses, and for its result. Five horses were entered, Dr. Edelin's Floretta by Spread Eagle, six years old, representing Maryland; General Ridgely's Oscar, by Gabriel, six years old, also representing Maryland; Mr. Bond's First Consul, by Flag of Truce, aged, representing Pennsylvania; Colonel Tayloe's Topgallant, by Diomed, six years old, representing Virginia, and Mr. Brown's Nancy, by Spread Eagle, six years old, representing New Jersey. The winning of this race by Floretta was deemed a marvelous performance and sportsmen thought that the acme of speed and bottom had been reached in this country. The race was referred to then as "one of the most memorable that ever came off on the Washington Course. Horses were horses and men were men in those days. Fair top boots, powdered heads and golden guineas were all the go; and for fairness and honor a stain was felt like a wound." Floretta was closely pressed by Oscar and First Consul and won in the second and third heats. Each heat was run under 8 minutes and the second in 7 minutes, 52 seconds. The time was better than had been made on the course even up to 1829 and has not been often surpassed since.

In 1811, Pacolet by Citizen, four years old, won the first heat in a race at Fairfield, near Richmond, which was not considered a fast course, in 7 minutes, 54 seconds, and two years after Sir Hal by Sir Harry, four

years old, won a first heat in 7 minutes, 52 seconds. The same Sir Hal, aged, in 1816 beat Tuckahoe, seven years old, three-mile heats in 5 minutes, 49 seconds and 5 minutes, 43 seconds. In 1803, Peacemaker, by imported Diomed, beating the famed gelding Surprise, by Bell Air, ran one heat in 3 minutes, 43 seconds. Sir Solomon, by Tickle Toby, in 1808, when three years old, ran two four-mile heats in 7 minutes, 44 seconds and 7 minutes, 49 seconds. Realty, beating Timoleon in 1816, both horses being by Sir Archy, ran three two-mile heats on the Newmarket Course at Petersburg, Va., in 3 minutes, 49 seconds, 3 minutes, 47 seconds and 3 minutes, 48 seconds.

Beginning with the second quarter of this century these long distance races multiplied in number, even if the records were not materially decreased. Upon the Newmarket Course, in 1828, Sir William, by Sir Archy, beating Washington, ran three fast two-mile heats in 3 minutes, 50 seconds, 3 minutes, 45 seconds and 3 minutes, 50 seconds. The previous year Sally Walker beat Ariel in three-mile heats, upon the Broad Rock Course, in 5 minutes, 44 seconds and 5 minutes, 43 seconds. Upon the same course, also in three-mile heats, Sussex beat Polly Hopkins, in 1830, in 5 minutes, 46 seconds, and 5 minutes, 48 seconds, and Atalanta, beating Decatur and others in 1837, ran a second heat in 5 minutes, 44 seconds. One-eyed Joe, in 1855, beat Frankfort and Seline three-mile heats in 5 minutes, 48 seconds and 5 minutes, 43 seconds, and two years previously Red-Eye, by Boston, seven years old, beat Lawson and One-eyed Joe in three-mile heats in 5 minutes, 46 seconds and 5 minutes, 44 seconds. The fastest four-mile heat over this Broad Rock Course was won by Lizzie McDonald, formerly Sue Washington, beating Tar River in 7 minutes, 37½ seconds, doing three miles in 5 minutes, 40 seconds, her time for the heat being three seconds faster than the best time on the course. That was in 1858. Tar River, was only a length behind Sue Washington when she won this fast heat, and was the winner of the race. Five years previous, on the same course, Red-Eye, aged, beat Nina, also by Boston, in 7 minutes, 46 seconds, 7 minutes, 46½ seconds and 7 minutes, 49 seconds, and Sir Hal also won there a race in a single heat in 7 minutes, 46 seconds.

In 1827, Sally Walker, five years old, by Timoleon, who was then considered to be at the head of the turf, beat the famous Ariel, same age, at three-mile heats in 5 minutes, 54 seconds and 5 minutes, 43 seconds. Ariel, by American Eclipse, six years old, beat Trumpator in 1828 in 8 minutes, 2 seconds and 7 minutes, 43 seconds. Betsey Ransom, by Virginian, three years old, had a record in 1826 of three four-mile heats in 7 minutes, 50 seconds, 7 minutes, 45 seconds and 7 minutes, 50 seconds. In 1823, Sir Henry, who was then four years old,

beat Betsey Richards in the Spring Meeting of the Newmarket Course in 7 minutes, 54 seconds and 7 minutes, 58 seconds. At the Fall Meeting on the same course John Richards beat Betsey Richards in nearly the same time. Two miles of a four-mile heat in each of these races was run in 3 minutes, 48 seconds, which was close up to the record of 3 minutes and 46 seconds that Sir Archy had made in 1809.

The most celebrated four-mile heat races on the Long Island Union Course were that of Eclipse and Henry in 1823, in 7 minutes, 37 seconds, 7 minutes, 49 seconds and 8 minutes, 24 seconds; that of Boston and Fashion, in 1842, in 7 minutes, 32½ seconds and 7 minutes, 45 seconds; Lady Clifden's race in 1837, in 7 minutes, 44 seconds, 7 minutes, 43 seconds and 7 minutes, 56½ seconds; the Peytona and Fashion race in 1846, when the time of two heats aggregated 15 minutes and 25 seconds; the Bostona and Fashion race in 1848, when the time of two heats aggregated 15 minutes, 37½ seconds; the Tally Ho and Bostona race in 1850, both horses by Boston, the time being 7 minutes, 33½ seconds, 7 minutes, 43 seconds, 7 minutes, 53 seconds and 8 minutes, and Red-Eye's race in 1854, in which One-eyed Joe won the second heat in 7 minutes, 39 seconds, the fastest second heat ever run at the North, the aggregate time of the winner's two heats being 15 minutes, 31 seconds.

Red-Eye's race was on the Fashion Course, and on the same course, in 1857, Nicholas I., by Glencoe out of a dam by Wagner, four years old, twice beat Sue Washington, first in 7 minutes, 40 seconds and 7 minutes, 43 seconds, and second, in 7 minutes, 39 seconds and 7 minutes, 44 seconds. Then we have on the same course the victory of Nicholas I. over Engineer in two four-mile heats in 7 minutes, 45 seconds and 7 minutes, 47 seconds. On the same course Engineer won in three-mile heats, each heat in 5 minutes, 42 seconds. One of the early fast three-mile heats was at Louisville, Ky., in October, 1839, when Wagner, by Sir Charles, five years old, ran the best three miles of a second heat of four miles in 5 minutes, 35 seconds, the last mile being in 1 minute, 48 seconds and the two miles in 3 minutes, 43 seconds. Upon the Union Course in May, 1832, Boston, at five years of age and carrying 114 pounds, ran three miles in a four-mile heat in 5 minutes, 36½ seconds.

In his famous race with Fashion in 1842, Boston led two miles in 3 minutes, 42½ seconds, and three miles in 5 minutes, 37½ seconds. In 1855, Brown Dick, by imported Margrave out of Fanny King by imported Glencoe, three years old and carrying 86 pounds, beat Arrow a three-mile heat race over the Metairie Course in 5 minutes, 30¾ seconds and 5 minutes, 28 seconds. At the same meeting, Lexington, in his record-breaking four-mile race of 7 minutes, 19¾ seconds, ran three

miles in 5 minutes, 27 seconds. In his great four-mile victory over Lecomte on the same course, Lexington made three miles of one heat in 5 minutes, 31½ seconds. At the same meeting, Henry Perrit, by imported Margrave, won two-mile heats in 3 minutes, 39 seconds and 3 minutes, 40 seconds, running the first mile of the second heat in 1 minute, 42½ seconds. Doubloon, by imported Margrave out of Picayune by Medoc, beat Topaz and Charmer on the same course in 1849 two-mile heats in 3 minutes, 48¾ seconds, 3 minutes, 42 seconds and 3 minutes, 37 seconds. Lecomte, Berry, Miss Foote, Sally Waters and others ran two miles on the same course in about the same time, Lecomte, Prioress and others doing a mile in about 1 minute, 45 seconds.

Examples might be multiplied almost without limit showing the speed and bottom of the racers of the olden times. It is evident, however, without proceeding further, that in everything that goes to make up the perfect thoroughbred, the great horses of the second quarter of the century were nonpareils that were the equal of any in the world, and that would scarcely lower their colors if put to the supreme test with the best of those who have succeeded them. In the States south and west of the Potomac, the high standard of this early period was steadily maintained. In the North, legitimate racing gave way to the trotting turf to such a pre-eminent degree just previous to the Civil War that such horses as Eclipse and his distinguished get, Maria, Mingo and others, who sustained the credit of the turf in this section, were no longer to be found. It is only within the last decade or two that the North has re-established itself, and with its turf achievements has recalled the brilliancy of that great epoch when Eclipse, Fashion, Black Maria and others of their class successfully challenged the best that any other section of the country had to offer.

At least a decade preceding the outbreak of the Civil War the prospects of the American turf began to be of a decidedly uncertain character. Gentlemen who had been thoroughly identified with its interests for a quarter of a century or more and who had given to it generous support, had gradually withdrawn from all connection with it, principally because the general conduct of its affairs had fallen into unworthy hands. Men who had followed the business of breeding and of racing from a wholesome love of the sport rather than from any purpose to make it a profitable pursuit from a financial point of view, could not look with complacency upon the growing commercial spirit which was slowly but surely coming to dominate the turf and all that pertained to it. Especially was this true in the North, where such men as Messrs. Stevens, Coster, Livingston, Stockton, King and others, who had heretofore given the turf in this section pre-eminent business character and social

standing, had broken up their studs and were seeking diversion in other sports than racing, particularly in yachting, which was then coming into great prominence.

In the North racing almost entirely died out, while in the South the meetings were, generally speaking, of an unimportant character when compared with the great affairs of previous years that had been of really national importance. At a few of the headquarters of historic racing in the South, such as Nashville, Louisville, New Orleans, Lexington, Charleston, and a few other places, some very good racing was still continued, the attractions being such horses as General W. G. Harding's Herndon by Albion; Mr. George Everly's Allemendorf by George Elliott; Mr. R. A. Alexander's Lavender, by Wagner out of Alice Carneal; Mr. A. K. Richards' Glycera and Colossus, both by Sovereign; Mr. John M. Clay's Daniel Boone by Lexington out of Magnolia, by Glencoe; Mr. John Harper's Edmonia Taylor by Cracker; Mr. J. M. Haye's Hanover by Yorkshire; Major T. W. Doswell's Planet by Boston; Colonel D. McDaniel's Financier; Mr. R. A. Alexander's Lilla by Yorkshire, and others of the same class. This list, which of course does not in the least pretend to be comprehensive, is fairly representative of what the turf of that day had to present, and shows very clearly the striking difference between these days and those that had preceded them. In the North new divinities had arisen and the fickle public was bowing before the shrines of Flora Temple, Ethan Allen and other great trotters of the period, when it was not going wild over the fistic work of the redoubtable Heenan and Sayres and their compeers in the prize ring. Many of the turf meetings failed to attract more than a corporal's guard, which was in sad comparison with the earlier part of the century, when the attendance of ten thousand or twenty thousand enthusiastic spectators was by no means uncommon upon important racing days.

To such a low estate had racing fallen in the vicinity of New York about this time, that the famous old Union Course on Long Island was often given over to some very weird performances. A newspaper report of the period thus describes an event of this character, a mule race on Thanksgiving day for a purse of \$50: "Eight of the obstinate brutes were brought to the starting point, but only four could be induced by all the persuasive arguments of the trainers or owners to go anyhow. The money was awarded to Eastern Jack, who, after being left behind in two heats, won the last three. After the second heat a nigger mounted him, and as there is some natural affinity between niggers and mules, he won easily. Tom Tit, a very ugly customer, appears to have created the most fun or sensation, for he kicked out when struck with a whip, ran into a ditch, was whipped out of that and then made straight for the bar-room and

scattered all the smilers and knocked their glasses into a thousand sparkles; finally he kicked a nigger on the head and it was thought 'the crowner's crest' would be necessary, but nigger's suffering is most tolerable and to be endured."

It was generally acknowledged that scarcely anything worthy of being considered legitimate horse racing was now in existence in the United States. To make the situation even more unpromising, there did not appear to be any appreciable effort being made for its rehabilitation. In the vicinity of New York there still existed clubs, on Long Island and in Hoboken, and also further south in Trenton, Camden, Baltimore, Washington City, and, of course, in Virginia, Kentucky, Tennessee, South Carolina, Alabama, and other Southern States. At each of these courses there were two meetings annually, and for the entire list of these races there were only about ten stables that were able to make entries, and even of this small number some three or four very rarely had a winner. There was but one possible outcome of this condition of things. First came an inevitable loss of public interest in the turf and a decrease of patronage upon racing events. Following this was a deterioration in the management of race courses and less and less interest paid to breeding and training. Ultimately it came about that many of the courses were abandoned, their grounds being turned over to agricultural purposes, and the stables devoted to the plough.

Still, soon after the middle of this decade there were abundant indications that the apathy that had so long prevailed was in a fair way soon to be dissipated. Undeterred by the difficulties that surrounded them and the clouds that overshadowed them, many of the most devoted turfmen in different parts of the country were united in determination to revive interest in racing by concentrated efforts to elevate its character and to make it more profitable to breeders and owners and more attractive to the public. There was quick response to these efforts, and it was not long before reports of a new and encouraging spirit began to be heard from all parts of the country. Confidence increased that the sport would again resume the prominent and commanding position which it had enjoyed during the brilliant days of Boston, Fashion, Sir Henry, Eclipse, Sir Archy and other giants of the early turf. To be sure it was no longer expected that such gentlemen as Messrs. Stevens and Livingston, of New York, Stockton and Gibbons, of New Jersey, Craig, of Pennsylvania, and Johnson, Botts and a score of others of the South would give to the turf the countenance that they had bestowed upon it, before it had become so thoroughly imbued with the spirit of professionalism. Nevertheless, during the time that racing had rested somewhat under a cloud, a few devoted spirits had still been generous in time and atten-

tion to breeding and were developing new racers, who were showing a speed that was surprising and that was again commanding the attention of all lovers of sport. Indeed, it may be said, that the thoroughbreds themselves constituted the most important factor in this impending revival. It was impossible for anyone, with an ounce of sporting blood in his veins, or with a genuine love for the horse, to resist the appeal that was made to his enthusiasm, or to escape the influence that was an inevitable outcome of the performances of the new race of thoroughbreds.

Looking at the matter solely from the point of view of the time test, there was certainly no degeneracy to be discovered in the race horses of the period, however it might have been in the managements of the affairs in which they were the principal actors. If we should except, perhaps, Boston and a few of his best sons, the race horses that now existed in the United States were as perfect as any that had preceded them, and quite as capable at any and all distances. For example, during the year 1856 there were many good racers at various distances that would compare favorably with the best in the days gone by. Leaving out of the reckoning the phenomenal Boston and Fashion match, the contest between Floride and Sebastapol in the spring of 1856, near Baltimore, was faster than any four-mile race ever run in the Atlantic States. Floride's time in the two straight heats in which the race was run was 7 minutes, 38 seconds and 7 minutes, 42 seconds. In the aggregate this was only 3 seconds slower than Fashion's most wonderful achievement, when at the same age as Floride and carrying nearly the same weight. It was 8 seconds faster than the memorable heats of Henry and Eclipse, that for years were unsurpassed and were regarded by many sportsmen as unapproachable. In the same year Sebastapol, on the Newmarket Course, in Virginia, beating Frankfort, by Glencoe, run four miles, in the precise time of Sir Henry and John Richards with the same weight for four-year olds in the memorable Eclipse year of 1823, Balloon, by Yorkshire, in Kentucky, won a second heat in four miles in 7 minutes, 47 seconds, 2 seconds faster than Eclipse's famous second heat, when he beat Henry. The get of Tally Ho, son of Boston; of Revenue, son of Trustee; of Glencoe, Sovereign, Yorkshire Wagner and others stood at the head of the turf.

In this Renaissance meetings in different parts of the country, especially in the South, began to attract more attention than had been given to them for many years. In this era there were several places in the South in which racing began again to be eminently successful and flourishing, as, for instance, Lexington, Ky.; Charleston, S. C., and New Orleans. Besides almost every little town of 10,000 inhabitants or more strove to maintain a course, and races were advertised to be held at such

places as the Rapides Course in Alexandria, La.; the Herring Run Course in Baltimore, Md.; the Washington Course in Charleston, S. C.; the Congaree Course in Columbia, S. C.; the Chattahooche Course in Columbus, Ga.; the Central Course in Macon, Ga.; the Nashville Course in Nashville, Tenn.; the Atlanta, Ga., Course, under the auspices of the Atlanta Jockey Club; the Lafayette Course, of Augusta, Ga., under the auspices the Jockey Club of that place; the Prudhomme Course in Natchitoches, La.; the Newmarket Course in Petersburg, Va.; the Ten Broeck Course in Savannah, Ga.; the Warrenton Course in Warrenton, N. C.; the Fairfield Course in Fairfield, Va.; the Bascombe Course in Mobile, Ala.; the Glasgow Course in Kentucky, and others of like standing.

The more important of these places supported racing very well. Indeed, the sport thrived better and seemed to be in better condition generally in the South than it had been for many years, or in any other part of the United States at that time. According to population, the turf was more generously patronized in the smaller places than at any other courses, except, perhaps, those in Lexington and New Orleans, the meetings often attracting from fifteen to twenty of the best horses from all parts of the United States, while the purses offered ranged in value from \$300 or \$400 to \$1,000. Among the prominent owners who were represented on these occasions were Messrs. William H. Gibbons, Thomas W. Doswell, Richard Ten Broeck, David McDaniel, T. B. Poindexter, John Campbell, B. F. Cheatham, W. T. Cheatham, H. E. Barton, William Roundtree, Thomas G. Bacon, Thomas Puryear and T. B. Goldsby.

Good prices began to be paid for thoroughbreds, for their value on the turf and in the stud was fully recognized. Mr. R. A. Alexander, of Woodford, purchased Lexington from Mr. Ten Broeck in 1856, paying for him \$15,000. That was not, however, the highest price that had been paid for a horse in the United States at that time. Priam, who was imported, cost \$25,000. Rodolph, a horse that never amounted to much in any way, brought \$18,000. Monmouth Eclipse sold for \$14,000, and one authority of that period declared that he was worth about twenty shillings. Post-boy, who was the Northern champion and ran against John Bascombe, by whom he was defeated, was sold for over \$18,000. Porter's Spirit of the Times said of these two horses "Neither he nor Bascombe were worth shucks, and neither has been the sire of a winner fit to start for sour buttermilk." Bertrand and Medoc were each held to be worth \$35,000. Shark and Medley sold for \$10,000 each, and to quote again from Porter's Spirit of the Times, "The first was originally worth, as a stallion, twenty shillings; the second not the cost of the powder and shot that should kill him." Other horses of that day brought prices

comparable with those that have already been quoted.

Nor was the South entirely alone in feeling the stimulus of the new spirit and in participating in the renewed activity in turf matters. New York had hitherto maintained almost alone the standing of the thoroughbred in its section, and now the old Fashion Course began again to witness affairs that in a small way, at least, recalled its earlier triumphs. One of the most interesting races of this period, whether of the North or of the South, was that wherein Nicholas I. defeated Engineer, an account of which is given in another chapter of this volume. In this race were matched the Glencoe stock, represented in Nicholas, champion of the North; the Sovereign stock, represented in Charleston, the champion of the more extreme South, and the Revenue stock, represented by Engineer, the champion of Virginia, three illustrious sons of three of the most renowned stallions in America. Not only as a contest between rival sections of the country, recalling memories of similar meetings of previous generations, did this race attract attention, but it was also the occasion of animated discussion regarding the relative merits of the three great equine families represented by the contestants.

Locally it was regarded as the greatest turf event of the season, and called out the attention not only of racing men, but of society folk and the public generally. Special preparations were made for the occasion by the managers of the course, as the following advertisement, which was published in the newspapers of the day, will show: "Fashion Course—In order that those in moderate circumstances may have an opportunity of seeing the Great Four-Mile Race between Nicholas, Charleston and Engineer at a moderate expense, the Proprietor has adopted the following scale of prices for admission to the Course and Stands: Subscribers' Badge for the meeting, \$10.00. Quarter Stretch Badge for the day, \$3.00. Admission to Field and Public Stands, \$1.00. Gentleman's Badge for Ladies' Stand, \$2.00. The Members' Stand has been set apart for the exclusive use and occupancy of Ladies and their attendants, and no charge will be made for Ladies; and a handsome saloon has been fitted up for their special accommodation, where refreshments of all kinds and of the best quality can be obtained. Billy Florence will be on hand in the Quarter Stretch Stand with Fish, Chowder, Oyster Stews, Oysters in the half shell and all sorts of accompaniments; and visitors to the course may rely on everything being in perfect keeping with the occasion. An efficient police is engaged, and the most perfect order will be kept."

Another good four-mile heat race was run in June, 1857, upon the Fashion Course, on which occasion Mr. John G. Cocks, of Louisiana; Mr. Francis Morris, of New York, and Mr. Henry K. Toler, of New Jersey, were the judges. Mr. John Hunter's Nicholas I., by imported

Glencoe out of Nanny Rhodes by Wagner, Campbell and Barton's Lizzie McDonald, formerly Sue Washington, by Revenue out of Sarah Washington by Garrison's Zingane, and Mr. James Talley's Lucy Phillips, by Tally Ho out of Betsey White, were the contestants. Nicholas I. won in two straight heats, the time being 7 minutes, 39 seconds and 7 minutes, 44½ seconds. Nicholas I. was a celebrated horse of his day. In 1856 he was sold for \$3,000, and within one year won double that amount in stakes, while those who backed him rarely failed to realize large money. He was foaled in Kentucky, near Lexington, and the famous jockey, Pincus, almost invariably rode him.

Down to the close of the half century, Virginia stock or descendants maintained their supremacy. Close up to the time of the outbreak of the Civil War such horses of Virginia families as Whale, Marksman, Bonnie Lassie, Lizzie McDonald, Engineer, Shocco and Slasher were among the leading winners, and even Governor Wickliffe, although got by the renowned Glencoe out of Motto by the St. Leger winner, Barefoot, and bred in Kentucky, was claimed to be of old Virginia stock in several of his crosses. The Virginia horses still continued to be held in the same high esteem as during the previous 100 or 150 years, and the patriotic horsemen of that State never tired of referring to the period when the valuable blood horses of the Old Dominion were the most renowned productions of this country. Washington Irving in his *Life of Washington* tells how the celebrated Colonel Tarleton got the advantage of the Continental troops by mounting his cavalymen on race horses that he found on the Virginia plantations.

That the Virginia horses still continued to be as excellent animals as their ancestors was shown again and again by their brilliant performances in this period. A race in four-mile heats in 1858, in which the celebrated Lizzie McDonald, quite as well, if not better, known by her original name of Sue Washington, defeated Nicholas I., the occasion being their seventh contest, was quoted in support of this proposition. The first heat of this race was run in 7 minutes, 41½ seconds, its third and fourth miles respectively being in 1 minute, 54½ seconds and 1 minute, 52½ seconds, an aggregate for the two miles of 3 minutes, 47 seconds. The second heat was run in 7 minutes, 49½ seconds, the last three miles being in 1 minute, 58 seconds, 1 minute, 55 seconds and 1 minute, 53½ seconds, an aggregate for the three miles of 5 minutes, 46½ seconds, and of the first and second miles of 3 minutes, 53 seconds. The first heat was the fastest four miles by half a second ever made on the Charleston Course, where this race was run, and was a gallant test of blood and bottom, honorable alike to the victor and the conquered.

The entries for the autumn races over the Fashion

Course on Long Island in September, 1858, will give as fair an idea as it is possible to present in any way of the personality of the turfmen of that period, and of the character of the horses that were then most prominent. The Fashion Course was no longer controlled by a gentlemen's jockey club, but was simply a private enterprise managed for business purposes by a single proprietor, Mr. O. P. Hare, of Virginia. In this respect it was in the same class with many other important race courses throughout the country, which were at that time entirely individual business projects. At this meeting nine stables were represented. Mr. John Hunter, with N. B. Young for trainer, had Nicholas I., Mohican, Jim Watson and others. Mr. William H. Gibbons, with D. Macoun for trainer, had the Czar, Mary Eveline, Gold Leaf and Crinoline. Mr. Francis Morris, with W. E. Ellis, trainer, had Throgg's Neck, Westchester and Profit. Colonel R. H. Dickinson, with William Stewart, trainer, had Don Juan and George Wickliffe. Messrs. Branch & Dickinson, with William Wyche, trainer, had Tar River. Colonel John Campbell, with T. B. Patterson, trainer, had Lizzie McDonald and Laura Spillman. The Messrs. Doswell, of Virginia, with Jerome Edgar, trainer, had Slasher and Planet. Mr. P. C. Bush, Messrs. Reber & Kutze, Dr. A. Kirwin, of Canada, and others were also represented. There were eight nominations for a great four-mile sweepstakes, among them Lizzie McDonald, Nicholas I., Mohican, Tar River and Slasher. For the Fashion Handicap, with three pieces of silver plate as a prize, there were sixteen nominations, among them being Mr. P. S. Forbes' Zanoni, by Zingane; Mr. W. H. Gibbons' The Czar, by Tally Ho; Mr. Charles S. Lloyd's Charlie Ball, by Wagner; Mr. John Hunter's Nicholas I., by imported Glencoe; Mr. John Campbell's Laura Spillman, by Wagner, and also Don Juan, Slasher, Toler, Parachute and others.

This particular meeting has a special historical interest. In the Fashion Handicap was in effect the first actual introduction of the handicap in a practicable and effective way that had ever been made in the United States. For a long time there had been many advocates of the English system of handicapping, and strenuous efforts had been made to secure its trial, if not its complete acceptance. Up to this time, however, none of these attempts had been successful. The adoption of the system in this instance, even though in the form of an experiment, was looked forward to with much interest by turfmen and the public generally. The first effect of it was seen, as had been predicted, in the large field that the race presented and the high merits of the horses that were nominated. For a sweepstakes to close with sixteen nominations of the best horses then on the American turf was something unusual, where three, four or half a dozen entries were generally the highest number

that could be expected. It was, therefore, hoped that the effect of this innovation would be that larger fields would be the custom on all tracks and that instead of two or three horses, or frequently one of pre-eminent ability appearing to take easy possession of a stake, or, perhaps, walk over the course for it to the disappointment of thousands of spectators, there would be many competitors and an exciting contest in every event.

Our consideration of the history of the American turf has now led us to a point where the beginning of civil strife and sectional dissensions made their influence felt upon the fortunes of this popular sport even as they were impressed upon all other business, professional and social interests of the two prominent sections of the country. The existence of the turf at that time depended largely upon the hearty accord of owners representing different portions of the Union and with the growing bitterness of feeling upon the political questions that were then uppermost in the minds of all citizens, it became impossible to maintain the conditions that were needed for successful racing. As we have already seen, the decadence of the turf had really commenced some years previous to this date, and the interest which prominent and influential men had heretofore manifested in it was palpably on the decrease, for reasons other than mere sectional differences. Moreover, the public, after passing through the great panic of 1857, which brought ruin to thousands and naturally depleted the ranks of the wealthy patrons of racing, was pre-occupied, not only with thoughts upon the political situation, but with energetic effort to recover its financial standing.

All these things combined to make it, that at no previous time in the history of the nation had there been so little disposition for the diversion afforded by sport of any kind. The turf, in short, suffered a decided setback and at every point declined enormously. Although a semblance of racing was still kept up, the few events that came off were of a desultory and unimportant character, Kentucky being about the only section in which the sport flourished with anything that could be considered as approaching its normal vigor. Before actual hostilities between the North and South broke out public interest in the turf had become reduced to a low point and the final clash of arms gave the sport what was feared at the time would be its death blow.

It is singular to notice, however, and is also an interesting commentary upon the spirit of the times as showing the general hopefulness that pervaded both sections up to the last moment that somehow the dreaded conflict would be avoided, that the racing events, such as they were, were continued throughout 1860 and even into 1861. They were advertised in the Northern newspapers and reports of them sent from the South were

of a character that showed that many of the turfmen were even more concerned over questions of pedigree and speed than they were over the controversies of politics and arms. Even after Fort Sumter had been fired upon, this condition of affairs continued. As late as June, 1861, the Magnolia Jockey Club, of Mobile, Ala., announced its Winter Meeting for the following December and its spring stakes for March, 1862, with seemingly the fullest confidence that nothing would be likely to occur to interfere with the complete realization of its plans. At the same time the Savannah Jockey Club was contemplating its annual meeting in January, 1862, and other events were set down in Tennessee, Kentucky, South Carolina and Virginia for the summer and autumn of 1861 and the spring of 1862.

This anomalous condition of affairs, however, could not long continue. Men soon became impressed with the terrible seriousness of the struggle before them and shortly abandoned all further thoughts of turf exploitations. Race tracks in all parts of the country largely suspended their meetings, the jockey clubs, especially of the South, were dissolved, while the great breeding establishments that for generations had been the pride of Virginia, Tennessee and other States of that section were completely broken up. The thoroughbreds had graver work before them now than striving for mastery over the course. They were drawn into the armies, especially for the South, and probably never in history had officers and men of the cavalry service been so superbly mounted as was now the case in the Confederate Army. Leading turfmen of the South generally took an active part in the struggle, and their farms and race tracks were, for the time being, abandoned. Misfortunes of the character that naturally afflicted the Southern people, for the most part, were spared the turfmen of the North, who were relatively few in number. Nevertheless, for the time being, the war put an end also to racing upon the courses of the North, where the sport had been kept alive for so long mainly through a spirit of rivalry with the South.

General attention on the part of those who, despite the overshadowing clouds of war, still maintained a lingering interest in horse flesh, was now in the absence of those particular exhibitions of the thoroughbred that had heretofore concerned them turned to a considerable degree toward the English turf. The presence in that country of Mr. Ten Broeck, who had already been there for several years with his stable of American cracks, afforded a special reason why turf affairs in that country should be watched with increasing attention and interest. Consequently, we find that at this period the literature of the American turf confined itself almost exclusively to that special branch of the subject. The trotting horse, however, held a decided supremacy over the thorough-

bred in the attention that was given to him in the North during the war days. Having never, to any great extent, been in favor in the South, the trotter remained unaffected by the changed conditions in that section. The North, and especially New York and New England, was the natural home of the trotter, even as the South had on the other hand always cultivated the thoroughbred almost exclusively. In New England, where racing had never taken firm hold and has not even to the present day, the trotting horse was the only favorite and continued even throughout the war to engross such attention from those interested in horses as could be given to the subject amid the increasing distraction of arms. But even this modified concern over horses and racing soon fell into the background, overwhelmed by the more pressing exigencies of the hour and the demands upon the patriotism of the public in those times that tried men's souls. It was not long before the turf, whether in its running or trotting manifestation, disappeared from the public and business life of the North, as well as in the South, not to be revived until after the great question of national existence should be forever settled.

And yet it was at this critical time, as late as August, 1862, that the first meeting ever held in Boston for the flying contests of the turf was inaugurated upon the Franklin Park Course, which had been hitherto given up to the trotters who have always been exceptionally popular in Boston. Up to that time the knowledge of the stay-at-home sporting public of that city had been confined in the way of racing entirely to trotting features. The elimination of the Southern tracks from the calculations of owners had moved them to a desire to expand the circuit for the performances of their champions in the North. The owners of the Kentucky and New York stables, who were then furnishing nearly all the turf attractions, were a little doubtful about the experiment of trying racing in the old Bay State, but made the venture in default of anything better offering. The meeting was measurably successful, but after all failed to fix the running turf in the affections of the Bostonians.

The entries for this four days' meeting show very well

upon what stables and horses the turf was then depending. Mr. John Hunter was there with Sunshine, by Balrownie out of imported Comfort and Miss Jessie by Revenue; the Honorable Zeb Ward with a bay filly, by Lexington out of a dam by Yorkshire, and Reporter, by Lexington out of a dam by Eclipse; Mr. P. C. Bush with Aerolite, by Revenue out of a dam by Rhoda, Cyclone by Vandal out of Marigold and Trovatore by Vandal out of Marigold; Mr. C. S. Lloyd with Throgg's Neck, by Cracker out of Sally Ward, Avalanche by Revenue, and Revenge by Monarch out of Fashion; Dr. J. W. Weldon with Betty Ward by Lexington out of Whalebone; Captain T. G. Moore with Laura Faris and Idlewild, both by Lexington; Dr. Underwood with Emma by Logan, and Mr. D. Robbin with Wragram by Yorkshire. In a four-mile race, single dash, at this meeting Throgg's Neck made the very good time of 7 minutes, 54½ seconds, over a course that was in very heavy condition.

During the same year there were spring meetings in New York and Philadelphia. Most of the same stables were represented on these occasions, as in the Boston meeting. It is interesting to recall also that Philadelphia was like Boston in its devotion to the trotter and had never patronized the thoroughbred, save in occasional instances. At the Philadelphia meeting Mr. R. A. Alexander entered Ann Clark, by Lexington out of Kitty Clark by Glencoe, Bay Flower, by Lexington out of Bayleaf by imported Yorkshire and Norton by Lexington out of Novice by Glencoe. The Honorable Zeb Ward presented Blondone by imported Sovereign out of a dam by Glencoe. Colonel Campbell entered two Wagner colts and Mr. A. J. Minor entered two Balrownie colts. In the New York meeting, which followed the Philadelphia meeting by one week, the same horses that had appeared in Philadelphia and Boston, with others from Kentucky and New York stables, were entered, including such cracks as Idlewild, Molly Jackson, Nicholas I., Solferino and others. These meetings are now of interest chiefly from the fact that they were practically the last expiring manifestations of turf activity previous to the stagnation that was to exist for the ensuing ten years.

MODERN TURF DEVELOPMENT

REVIVAL OF RACING AFTER THE CLOSE OF THE CIVIL WAR—A BRILLIANT PERIOD IN THE NORTH—
ANTI-RACE TRACK LEGISLATION AND ITS EFFECTS—ENTERING UPON A
NEW CAREER UNDER CHANGED CONDITIONS

WHEN we come to consider the progress of the turf in the United States during the last quarter of the nineteenth century, the task is even more appalling in its magnitude than that undertaken in reviewing the earlier records. As we have already pointed out, in preceding chapters, the great difficulty that lies in the way of evolving a thorough and reliable history of the American turf in the first century or more of its existence, arises from the fact that comparatively little attention was given to the preservation of records in those times. This was most emphatically true of the time previous to 1800, and it is only measurably less so of most of the present century. Until well toward 1850 no one seemed to consider it worth while to gather the perishing records for permanent preservation. To be sure, the Stud Book antedates that time and the pedigrees are substantially reliable back, perhaps, to the first quarter of the century. But pedigrees, however important to the breeder and professional turfite, constitute only a small part of the whole history of the turf.

To the general public, and to turfmen as well, the story of the great races and of the owners of olden times with the records of the various efforts that were made to stimulate and develop breeding and racing are quite as interesting and, from certain points of view, quite as valuable as the mere list of pedigrees. It is in these latter particulars that the history of the early turf is notably deficient. The periodical press, upon which we now mostly rely for the preservation of the fleeting facts of the day for the benefit of posterity as well as for our own profit and enjoyment, was then almost unknown so far as it related to the turf. To be sure, as early as 1829, the publication of the monthly magazine, entitled *The American Turf Register and Sporting Magazine*, was begun by Mr. John F. Skinner, of Baltimore. Although there was much valuable information in this periodical, it was not altogether reliable, nor did it pretend to any degree of thoroughness regarding the events of the turf during its existence. Moreover, it lasted only fifteen years. For some two or three years Mr. Cadwalader R. Colden, of New York, who was well known as a writer about the turf over the signature of "An Old Turfman," published another sporting magazine that was very admirable in its way, howsoever inadequate and disappointing it was in its failure to cover the entire

field. Some time in the thirties Mr. William T. Porter founded the first weekly sporting newspaper ever published in this country, *The Spirit of the Times*. More space was given in this paper to other kinds of sport than to racing, such as hunting, fishing, gaming, etc., but on the whole, the periodical entered upon an unoccupied field and became of very decided usefulness. In its columns, and in those of its successors, variously known as *The Old Spirit*, *Porter's Spirit* and *Wilkes' Spirit*, the deliver for information regarding the American turf down to the time of the Civil War, finds much that is valuable and interesting and out of which it is possible to construct a fairly accurate history of the turf of that period. Although breeding and racing assumed considerable proportions between 1825 and 1850, the sport was, generally speaking, in compact shape, that is, comparatively few horses attained to great prominence, few breeders and owners were prominent, and the racing events, while of transcendent interest, were not notably numerous. It is, therefore, not difficult to gain something of a comprehensive view of the general condition of the sport in those generations.

Coming down to the immediate present, the task of reviewing the progress of the turf of the United States during this last quarter of the nineteenth century becomes almost appalling in its magnitude. Racing has arisen to be one of the most popular forms of sport, and the gallant thoroughbred, as a subject of popular admiration, is scarcely second to the great operatic prima donna or the famous actress. In the aggregate, many thousands of persons are regular attendants upon the race meetings in the various parts of the country during the season, which is generally considered to begin in May and end in November. Nor does this activity cease altogether with the autumn months. Such is the popular demand for the sport that it is almost impossible to satisfy it anywhere within reasonable limitation. As a result, winter racing has been instituted as a feature of several of the courses in the South and in California, and for a short time was even indulged in to a limited extent in the North, where, however, the spectacle of game blood horses tearing their way through mud and snow was anything but agreeable to admirers of the noble animal. But take it throughout the country, starting with New York in the North, since there is almost

no running known in the section further East, and going through the West, South, Southwest and to the Pacific Coast, it is scarcely exaggeration to say that there is practically no cessation in the beat of the thoroughbred's hoofs upon the track throughout the entire year. It is a common thing for a thousand or more horses to be in training at a single one of the more important race tracks, and the total number of thoroughbreds of each season is almost beyond calculation.

The difficulties that lie in the way of even a comparatively adequate review of the phenomenal activities connected with the turf in the present day must be apparent to everyone. Volumes would be required and a lifetime of work would be called for to treat the subject comprehensively and thoroughly. As it is, the Stud Book and the various turf guides are plethoric with information, which, however, is purely statistical, and does not pretend to give, in any sense whatsoever, a picture of the turf as it really exists, with the influences surrounding and guiding it and its position as a great national institution. The miscellaneous literature of the subject has become something enormous. Daily newspapers give a great deal of their space to recording the movements of the thoroughbreds and of those who are interested in them, whether as owners, breeders, trainers, racing officials, or followers of the turf generally. Special periodicals devoted to the business have increased in number and in value, and it takes thousands of columns every year to even measurably record the turf activity of the period.

With this superabundance of material at hand, while so much of it is of a desultory and ephemeral character, one may not hope within reasonable limitations of time and space to be able to present much more than a general idea of the prominence that turf affairs have assumed in contemporaneous times, or to more than merely touch upon some of its most salient features with the idea of fairly exhibiting its present status, the character of the gentlemen who are now conspicuously recognized as its supporters, the ups and downs of its career, some of the more notable and picturesque features that identify it, and the outlook for its future greatness. Looked at in this way, it becomes absorbingly interesting, not only to sportsmen, but also to the general reader, who is perhaps little concerned over long pedigrees or tables of records. Certainly, the relation of the history of no national institution of this period could by any possibility be more fascinatingly interesting than that pertaining to the American turf.

A revival of racing was not immediate after the close of the hostilities that had racked the North and South. The widespread destruction of important business and social interests that had been the inevitable result of that

terrible contest made it impossible for communities to return at once to their former condition. Profound governmental and other questions that had arisen out of the struggle between the two sections remained so long unsettled that, as the history of the period shows us, the animosities between North and South were scarcely less violent than they were in the dark days when the appeal to the arbitrament of arms was being considered, and when partisan passions raged fiercely. Moreover, the great breeding establishments of the South had gone with the general ruin that had swept over that section of the United States, while hundreds of the best thoroughbreds had fallen upon the battle field. In years gone by the turf was really dependent for its existence upon these Southern stables and stud farms. Their loss now was seriously felt all over the country and was impossible of remedy, except by a slow and steady growth extending over many years of the future.

Gradually, however, the atmosphere began to clear, business came back to its normal condition, men's minds turned more and more from the strife of arms and politics and sectional controversies, and they again found time to devote to the amenities of life. Among the interests that earliest felt the influence of this new national life, racing was most conspicuous. A few years had served to bring into existence almost a new race of thoroughbreds, principally based upon a few noble horses who had escaped the perils of war and the demands of military service. Yearlings from Kentucky, Tennessee and other great breeding States came out again, and although at first they were few in number, their presence indicated that a start had been made in the right direction. This gave abundant encouragement to those who were most hopeful of seeing a return of the glorious days of the old régime in racing.

In the decade that included the period of the Civil War, particularly in its latter years, some of the greatest blood horses known to the American turf made their appearance. To a considerable extent they were the get of Lexington or Leamington, although other families continued to perpetuate themselves in a no wise unimportant manner. Lexington, who had escaped falling a victim of the war, was again engaged in repopulating the paddocks and in introducing a new crop of sons and daughters who should perpetuate his fame even more grandly than those who had preceded them. Of Lexington's sons, Kentucky, Asteroid and Norfolk had been first in the public eye, while Foster, Preakness, Harry Bassett, Monarchist and others were just at the beginning of their careers. War Dance had returned from exile in Texas to new and valuable service in the stud. Imported Australian was adding new strains to the old Lexington and other purely American blood that were soon to practically recreate the American thoroughbred.

Maggie B. B., one of the most valuable brood mares ever known to the turf in the United States, saw the light in the latter sixties, while Eolus was just entering upon a brilliant and important career. Vandal threw Virgil and other sons, and was taking a noble part in the recreation of the turf.

Enquirer and other sons of Leamington were giving abundant promise of future usefulness, while Billet, Glenelg, Mortemer and other representatives of the greatest English families were arriving from abroad, and by their engagements in the stud opening a distinctly new as well as most important chapter in the annals of breeding on this side of the water. Well it might be that the genuine turfman of this period regarded the situation not only with complacency, but with a profound confidence that the brightest days that the noble sport had ever known were about to dawn. Nor, as history has since recorded, was this confidence in any wise premature or misplaced. The older generation of turfmen had, to a considerable extent, passed away. Some of them, however, still lingered upon the scenes of their former triumphs, and were no less enthusiastic and energetic than in the days long gone by. The places in the ranks of those who had fallen out were more than filled by new accessions, and the public began to take an interest in racing matters such as it had scarcely ever before shown. And the equine champions of this period were in every respect worthy of their ancestors and equal to the demand that the public enthusiasm made upon them.

Within five years after the Civil War had been brought to a close men had found time to consider again the delights of the turf. This was the era of the American Jockey Club at Jerome Park and the courses at Saratoga and Monmouth Park, all of which are more fully described in another chapter of this volume. These three courses in particular sprang at once into the full flower of public approval, and were above all else the means of leading to the complete rehabilitation of the turf. Other courses in the vicinity of New York were opened at Paterson and Secaucus, N. J., while running meetings were held at Chicago, Narragansett Park, Springfield, Mass.; Boston, Columbus, O., and other places that had rarely, if ever before, seen jockeys in silken jackets, and that have not since then shown more than a passing admiration for the thoroughbred.

Stimulated by this turf activity of the North, and also, of course, moved by their inherited predilection for the thoroughbred, the men of the South, those who had been identified with the turf for a generation or more, as well as many younger men who were joining the ranks, took up again the work that they had laid down in '61. Beginning to recover, at last, from the debilitating effects of the internecine struggle in which they had been engaged, they turned their thoughts and their

energies again to the old-time sport that had for a century and a half been characteristic of the section of the country with which they were identified. Mobile had her Magnolia Course, New Orleans her Metairie Course, Memphis her Chickasaw Jockey Club, Nashville her Blood Horse Association, Louisville her Woodlawn Course and Lexington her Association Course, around all of which the most delightful historic memories clustered, and that now returned to their former high estate. St. Louis organized the Laclede Jockey Club, Cincinnati had her Buckeye Jockey Club, while Zanesville and Chillicothe, O., and numerous other smaller places, were also becoming interested in the running horse and establishing courses where there was always good racing to be seen.

This growth of public interest in racing was steady and rapidly enlarged in proportions from this time on. Localities where racing was introduced multiplied, such was the unbounded enthusiasm that had sprung up among people in all sections of the country. In the early years of the succeeding decade running meetings were firmly established in public favor in Nashville, New Orleans, Richmond, Lexington, Louisville, San Francisco, Denver, Baltimore, Cincinnati, St. Louis, Chillicothe, O.; Chicago, Columbus, O.; Philadelphia, Ogdensburg, N. Y.; Helena, Mont., and elsewhere, while the great courses in the vicinity of New York City were at the height of their unprecedented popularity and success. The racing season had been already extended, so that on the regular and most important tracks it lasted with scarcely an interruption throughout the spring, summer and autumn. At the same time the demand for racing outside of the regular season was already beginning to show itself, so that they were here and there supplementary seasons that were scarcely second in interest to the more important and generally recognized meetings.

It must not be thought, however, that all this advancement, pronounced though it was, was seen immediately, or its importance fully recognized until after long years had gone by and men were able to look back and consider the events of those times in the light of their relations to each other and in their final results. A great deal of this newly manifested interest in the turf was, it must be confessed, of a somewhat spasmodic character and did not outlive the immediate period in which it first displayed itself. The great New York courses long maintained their supremacy and exercised an enduring influence. In some other places that started in brilliantly and with great promise for success there proved to be less endurance, and the sport was abandoned there almost as quickly as it had been taken up.

Notwithstanding some favorable circumstances peculiar to the South, it required fully ten years after the

Civil War had closed to revive any pronounced interest in racing in that part of the country or in the West, that was more or less influenced by the South. The people who lived below the Mason and Dixon line had not yet recovered from the depressing effects of the sanguinary trouble that ended in 1864, and they were, on the whole, too fully engaged in seeking to restore their former commercial and industrial welfare and in considering the grave political and governmental questions that pressed to the front as an outcome of the war. They had little time, little money and little disposition for sport of any kind. With their country laid waste by the armies that had marched and fought over it, with their material possessions wasted and their lives to be begun all over again, it was the practical problems of the hour that confronted them.

Something more than a day or a year was required to bring back the past and to open the way for a new future. Even as late as 1874 the racing events of the South and West were neither prominent nor valuable. New Orleans, Nashville and Lexington were the only places in which racing had as yet begun to assume anything like its ante-bellum proportions, and even in those places the supporters of the turf were not able to offer very great financial inducements to call horses of the first class to the courses supported by them. The events on those courses were mostly filled by local talent, or were sometimes contributed to by breeders and owners in adjacent States. The Howard Sewanee, Phoenix Hotel and other stakes were not yet large enough to attract much outside attention, nor was a victory over the fields that generally ran for them considered of much importance. Attempts were made to start racing on a considerable scale in Louisville, St. Louis, Chicago and elsewhere, but in no case did notable success attend the enterprises. Chicago tried to mix the incongruous elements of trotting and running with, of course, the inevitable failure that has ever attended such ill-advised attempts. The half a dozen seasons or more that the course was open there has scarcely left a memory, and certainly no important impress, upon the turf of the country. As for St. Louis, only the slightest attention was paid to the racing introduced there, for owners and breeders in other parts of the country found better engagements nearer at home. Even in Louisville there was manifest difficulty in reviving interest, despite the fact that that city was so near the great blue grass region.

In North Carolina almost the first attempt to hold a running race after the war was at the State Fair in Raleigh in 1872. The event is interesting as affording a striking illustration of the weakness of the turf in that State at that time, and it is also a fair illustration of the condition of things that generally prevailed then throughout the South. With difficulty even the semblance of a

race was arranged. A chestnut colt, named Jack Roulhac, a nameless, thoroughbred gray mare and a nameless gray colt were entered. The chestnut colt ran one and one-half miles in 3 minutes, 30 seconds, and was easily the winner. In the following year a few more horses appeared upon a similar occasion, and Jack Roulhac was again at the head of the procession. In 1875, the annual race was contested by Jack Roulhac, Notre Dame (a bay mare by Lexington out of Novice) and Mary Long, a bay mare by Warminster. In 1875, there was some very good racing at the State Fair, and from that time on the condition of things began to steadily improve. In 1872, Red Dick was the only thoroughbred stallion standing in the State.

A project for reviving racing in the South on a broad scale was started in the summer of 1872. Some of the leading turfmen of the country made an appeal to members of the old Charleston Jockey Club and the supporters of the turf in Macon, Savannah and Augusta. Recalling "the happy hours spent under the old régime," they urged that measures should be taken to re-establish racing, particularly in the cities named, and pledged themselves to send their horses and to do all in their power to perpetuate the interest of racing throughout the old Southern circuit. Among the prominent owners and trainers who joined in this declaration were Colonel David McDaniel, Major T. G. Bacon, Major Thomas W. Doswell, Dr. J. W. Weldon, Mr. E. V. Snedeker, Mr. David McCoun, Captain W. M. Connor, Mr. Thomas Puryear, Mr. H. P. McGrath, Mr. R. W. Walden and others to the number of twenty-five.

Down even to the time of the early seventies, the glory that has compassed the turf in this generation was still in the future, despite the gratifying progress that had been made towards its revival and the fixed position that it had been able to attain in several localities. Notwithstanding the multiplication of race tracks, Lexington and Nashville in the Mississippi Valley and the American Jockey Club and Saratoga in the East, were the only ones that made any pretense of offering substantial inducements to breeders and owners to do their part toward the development of the blood horse. Elsewhere there was little that made it worth the while of breeders to expand their business or to owners to subscribe to stakes. Those who have made the closest study of the history of the turf scarcely need to have it pointed out to them that at the period which is here under consideration, by far the greater part of the important racing in the United States was upon the great Northern courses and one or two in the South. Elsewhere the racing, however interesting it might be and however suggestive of a great future, was, on the whole, of secondary importance and valuable mainly as a starting point, rather than as marking a positive and valuable achievement.

The great race courses of the North for several years monopolized public attention to a degree that was altogether to the disadvantage of other sections, temporarily at least, although of course the ultimate influence that went out from Northern institutions was beyond all question healthful. The rich stakes and prizes of the East drew all the first-class horses from other parts of the country, so that the local courses of the old-time racing region were practically denuded. Longfellow, Harry Bassett, Monarchist, Enquirer, Nellie Gray, Bonita, Tom Bowling, Vandalite and scores of other great cracks of that period could be counted upon for greater success and more money for their owners by running at Jerome Park, Saratoga, Monmouth Park, Baltimore and elsewhere, than upon the courses nearer home, where, as yet, it was impossible to offer large purses. The longer this condition of things continued the lower fell the condition of the Southern turf, so that ultimately, as has been pointed out by one authority, "the racing clubs of the South got poorer and poorer, while those of the East got richer and richer. Each coming year those of the South became less prominent, those of the East more prominent."

When the Louisville Jockey Club was organized in 1875 it was with a distinct recognition of this condition of affairs and the plan of opening valuable stakes to call back the great thoroughbreds to their native heath was inaugurated. The result was what might have been anticipated, and, in the years immediately following, racing on the Southern courses began to show new vigor, somewhat even at the expense of the turf at the North, which for a decade or more had enjoyed such unexampled prosperity. In the end affairs regulated themselves so that a fair balance was maintained between the two sections, but for a time the struggle for supremacy was fierce and unyielding and engaged the energies and resources of turfmen everywhere to the fullest extent.

The year of 1876 was a memorable one in the history of American racing. The revival of interests in turf matters had been by this time fully accomplished and the outlook for general prosperity during the centennial year of the Republic stimulated the expectations of every one connected with the sport. The outlook was most favorable for a large patronage upon racing meetings and for renewed activity among horsemen, while at the same time many great thoroughbreds were coming to the front whose performances seemed to justify the fullest expectations of those who looked forward to sport of an exceptionably important character. Such flyers as Bonaventure, King Alfonso, Aristides, Ten Broeck, Longfellow, Enquirer, Salina, Tom Bowling, Leander, Parole, Vagrant, Rhadamanthus, Viator, Sultana, Sunburst, Fiddlestick, Brother to Bassett, Tom Ochiltree and a score of others were among those who were on

the cards, some of them having already become of approved merit, while others, who have since attained to fame, had yet their laurels to earn. Four hundred and twelve races were run at the recognized meetings at Jerome Park, Long Branch, Saratoga, Baltimore, Washington, Philadelphia, Lexington, Louisville, Nashville, Cincinnati, New Orleans, Savannah, Charleston, Austin and San Francisco. The minor meetings may be left out of consideration, for they did not have a serious influence upon the turf, although the number of races run in connection with them would largely augment this quota.

Of these four hundred and twelve races, two hundred and eighty-four were dashes of from one-half a mile to four miles distance, while eighty-five were heats, twenty hurdle races and twenty-three steeplechases. The total amount of money run in stakes and prizes amounted to \$371,130. The prominent owners who participated in these events were Messrs. August Belmont, Pierre Lorillard, George L. Lorillard, H. P. McGrath, Dwyer Brothers, M. H. Littell, E. A. Clabaugh, Frank Harper, J. A. Grinstead, A. Keene Richards, E. J. Baldwin, Governor Bowie and Captain McDaniel. When the season was ended the record showed that in many respects the turf performances had been the most remarkable ever witnessed in this country. Unprecedented speed was shown by horses of every age and several records were substantially reduced. Palmetto, the two-year old daughter of Narragansett, equaled the best distance by a two-year old at $\frac{5}{8}$ of a mile, Rhadamanthus sharing with her the honor of the 1 minute, $3\frac{1}{2}$ seconds, that he made a month previous in the same year. Belle of the Meade twice ran a one mile dash in 1 minute, $44\frac{1}{4}$ seconds, and was ranked as one of the best daughters of imported Bonnie Scotland. First Chance, a five-year old, made the best time, 1 minute, 15 seconds, for $\frac{3}{4}$ of a mile. Vigil, the three-year-old son of Virgil, ran 2 miles in 3 minutes, $37\frac{1}{4}$ seconds, the best race at this distance, weight and age, and Brother to Bassett, the same age with 110 pounds up, ran the same distance in 3 minutes, 35 seconds. Aristides, son of imported Leamington, ran $2\frac{1}{8}$ miles in 3 minutes, 45 seconds, and $2\frac{1}{2}$ miles in 4 minutes, $27\frac{1}{2}$ seconds, both the fastest time ever made at the respective distances. Ten Broeck reduced time on three occasions, first, when he made $2\frac{5}{8}$ miles in 4 minutes, $58\frac{1}{2}$ seconds; second, when he ran 3 miles in 5 minutes, $26\frac{1}{4}$ seconds, and third, when he beat down the record for 4 miles to 7 minutes, $15\frac{3}{4}$ seconds.

In citing these extraordinary performances, the point was constantly and firmly made, and scarcely denied, that the horses appearing in this year were far superior to those of any former period. Accepting this view of the case, it becomes interesting to note as a striking indication of the constantly improving quality of our thor-

oughbreds, that even these record-breaking feats, which were considered, in their day, phenomenal, have since then been many times surpassed by having many seconds knocked off of them. The only two records that have maintained their place during the more than twenty years that have elapsed since they were placed are those of Aristides' 4 minutes, 27½ seconds for two and one-half miles, and Ten Broeck's 4 minutes, 58½ seconds for two and five-eighths miles. It is also significant of the growing interest that characterized turf affairs at that period that there was no falling off in the ensuing year as regards the entries and other general preparations for the season. This was especially gratifying when it was considered that the extraordinary features connected with the observance of centennial year had a natural tendency to stimulate an exceptional activity in the turf world, as in other affairs, that engaged the attention of the pleasure-seeking public. The conclusion was irresistible that the American turf was firmly established upon more solid ground than ever before, and that the interest of sportsmen and of the public generally could no longer be considered of a trifling or ephemeral nature. The character of the attendance upon race meetings had also reached a higher plane than ever before, having, in this respect, shown a steady and gratifying improvement for a decade past, and holding out equal promise for the future.

Looking over the field as it existed at this particular time, one can scarcely fail to be profoundly impressed with this aspect of general development and the universally high standing to which, at last, the turf had attained in nearly every part of the country. The revival that had been eagerly looked forward to and persistently labored for had been a long time in coming, but it had finally arrived, and in a way that delighted all who were in any way concerned for the welfare of the blood horse or eager to raise the turf to a position of national importance. It was particularly between 1875 and 1880 that exceptional changes were taking place in the status of racing. The record of 1876, as we have just pointed out, was exceptionally brilliant, but it was surpassed, in some respects, in the years immediately following. Some definite idea of the character of this remarkable development may be gained by careful examination of some of the most important turf fixtures of the country for several successive years about this time. These will demonstrate, more than any argument or lengthy dissertation possibly can to what extent jockey clubs and horse associations were growing in power and influence and how responsive horsemen were becoming to the liberal inducements that were held out to them from various quarters.

A comparison of the stakes and entries at the principal courses in the country for the closing years of this decade

is certainly instructive. The recapitulation will give a reasonably fair idea of the status of the turf in that particular period. On some accounts the presentation would seem to be much more favorable than it might have been in other years, for the reason of the advantageous conditions that attached to 1876 as being our first centennial year, the members of jockey clubs and racing associations seeming then to unite in special efforts in the interests of the sport. Nevertheless, these figures, even though somewhat incomplete, may be accepted as giving, at least, a reasonably fair suggestion of the condition of the turf as it existed ten years after the close of the Civil War and a little more than two decades ago. There is suggestion, also, in the discovery that notwithstanding the unexampled activity of the centennial year, the years immediately following showed at all points of comparison a very marked and gratifying increase.

In 1876, the Louisville Jockey Club had 14 stakes for which there were 366 entries, the same stakes having 375 entries in the following year and 392 in 1878. The Kentucky Association had 11 stakes with 166 entries in 1876, 14 stakes with 291 entries in 1877 and 15 stakes with 304 entries in 1878. The Nashville Blood Horse Association, in 1876, closed 9 stakes with 192 entries, 12 stakes with 244 entries in the following year and 13 stakes with 228 entries in 1878. The Queen City Jockey Club had 84 entries for 4 stakes in 1876, 5 stakes with 79 entries in 1877, and 5 stakes with 111 entries in 1878. The three stakes of the Louisiana Jockey Club had 35 entries in 1876 and 29 in 1877; with 1 stake added in 1878 there were 32 entries. The Columbus Jockey Club, against 3 stakes with 43 entries in 1877, had 5 stakes with 78 entries in 1878. The Maryland Jockey Club also showed a gratifying increase during these three years, its stakes for 1876 being 9 in number with 212 entries, in 1877, 10 with 274 entries, and in 1878, 13 with 353 entries.

On the other hand there was a distinct falling off in the business of the two great Northern courses at Saratoga and Jerome Park. Saratoga, which, in 1876, had closed 10 stakes with 355 entries and in 1877, the same stakes, with 506 entries, could now command only 347 entries for its 10 events. The American Jockey Club's presentation showed, however, the most alarming decadence. At Jerome Park there were 16 stakes in 1876 with 579 entries, while in the following year there were 775 entries for the same stakes. In 1878, however, the Maturity, Home Bred Produce and Maryland Stakes were dropped and the remaining fixtures only called out 481 entries. The St. Louis Jockey Club came into the field with nine stakes, for which there were 257 entries, and the Association at Monmouth Park was revived and had 408 entries for its 12 stakes. Altogether the record for these three years showed in its grand total a gratifying

increase, the entries, which were 1,983 in 1876 and 2,611 in 1877, rising in 1878 to 2,989. A statement of the number of races run and their value for several years also shows the wonderful development of the period. In 1874, there were 950 races run, of the value of \$496,772; in 1875, 866 races of the value of \$490,649; in 1876, 782 races of the value of \$485,509. With 1877, the advance became very noticeable and continued thereafter. In that year 907 races were run, valued at \$441,652; in 1878, 1,058 races, valued at \$461,395 and in 1879, 1,221 races were run, valued at \$545,064. In 1877, fully 1,000 horses started; in 1878, the number had increased to nearly 1,400, while in the following year it ran up to over 1,500. At the same time the number of brood mares in the country was about 2,100, while the stallions numbered over 300 and the annual number of foals was estimated at fully 1,400.

At this point in our retrospect of the turf due consideration must be given to California and its contributions to the history of the blood horse. It would be an agreeable task to go exhaustively into this particular branch of the subject, for, notwithstanding coming late into the field, California has already had a part in the turf history of the United States that, considering the few years covered by it, scarcely holds second rank to any other State or section. In its earliest days the Golden State manifested little disposition for the race horse, whether of the trotting or the running family. Californians were engrossed in the all-absorbing search for gold and energetically engaged in other practical operations, so that for the time being rational sporting, that required years for its full development, could scarcely be expected to meet with appreciation. This condition of affairs, however, was not destined long to continue. The large fortunes that were soon accumulated in the hands of the California pioneers enabled their fortunate possessors to find a relaxation in one of the most engrossing as well as one of the most expensive sports.

Even before the Civil War California had gone in for racing to some extent. The people there were, however, in those early days more concerned in the trotter than in the thoroughbred, and trotting matches became frequent on tracks that sprung up all over the State—first in San Francisco, and afterward in other principal cities and towns. After the war interest in racing of both kinds revived in California, as well as elsewhere in the country, and soon took the form of an increased development in the direction of thoroughbred performances. Until 1873, however, there was no regular organization for the advancement of sports of the turf in San Francisco, which was naturally the dominant racing centre of the Pacific Coast. Racing had been conducted up to that time purely as a private business enterprise, backed by individual sportsmen. As far back as 1865, when Nor-

folk defeated Lodi, there had been some good racing from time to time, but few, if any, really great events that could attract much, if anything, more than mere local attention. However, racing continued in San Francisco and at a few other points in this somewhat desultory fashion for the next six or eight years.

It was, then, in 1873 that the first organized effort was made to give direction to turf affairs on the Pacific Coast. In the spring of that year the Pacific Jockey Club sprang into existence. Mayor Andrew J. Bryant, a successful business man, partial to the turf and well known in the community as a man of standing, became president. A purse of \$25,000 was hung up by the club for a four-mile and repeat race open to all comers, and in this Joe Daniels, Hubbard and Thad Stevens, famous California horses, and True Blue, a good Eastern flyer, contended. It was subsequently charged that this race was fixed in the interest of Thad Stevens and Joe Daniels, and when, in 1874, a purse of \$25,000 was hung up for a similar event, the same charges that the race was fixed were also made. Another four-mile heat race for \$30,000, postponed from November, 1875, was run in February, 1876, and engaged the attention of such champions as Mr. M. A. Little's Foster, Mr. E. J. Baldwin's Rutherford, Mr. J. C. Simpson's Hock Hocking, Mr. A. S. Gage's Katie Pease, Mr. M. A. Walden's Revenue, Jr., Mr. Joseph H. Daniel's Golden Gate, and Mr. H. Welch's Chance. Grinstead, Wildidle, Springbok and Fanny Hall were also entered, but did not run. The purse was carried off by Foster in two straight heats in 7 minutes, 38½ seconds and 7 minutes, 53 seconds. There was the same dissatisfaction with this race as with those that had preceded it, and gradually turfmen in other parts of the country became impressed with the idea that racing affairs in California were not conducted in a manner calculated to reflect credit upon the sport, or to warrant those who were most interested in the elevation of the general standard of racing to give their countenance to it.

It was some years before the Eastern turfmen regained their confidence to the extent of becoming patrons of the track in the Golden State. In recent times, however, under the supervision of a different class of men from those who were identified with it in the early seventies, the turf on the Pacific Coast has assumed an importance second to that in no other part of the country. Courses are now numerous, especially in California; the purses and stakes are of a generous character that has made them attractive to the best thoroughbreds in the country, and the general management of affairs there has been, on the whole, as enterprising and as sportsmanlike as could be asked for. Some of the greatest stock farms in the country, not surpassed in extent or importance by any of those in

Kentucky or further East, have been established, among them being the great Rancho del Paso of Mr. J. B. Haggin and the Palo Alto of the late Senator Leland Stanford. Further East, but still relatively in the Far West, we must count the Bitter Root Stock Farm of Mr. Marcus Daly at Hamilton, Mont. Such men as the late Senator George Hearst, the Honorable Leland Stanford, Mr. J. B. Haggin, Mr. E. J. Baldwin, and many others not of less distinction have given the California turf the highest standing in recent years. To sunny California have gone some of the greatest American thoroughbreds of the period, among them Salvator, Firenzi, Ben Ali, Ban Fox, King Fox and others.

The later importations, such as Leamington, Bonnie Scotland, Australian, Glenelg and Phaeton, that have made such a distinct impression upon the American thoroughbred of this generation, shortly began to come to the front in a strong manner, the full fruition of their labors having been seen in more recent times. Leamington, however, had quite established himself by the success of his son—Parole—in England, and the work of others of his progeny in the United States. The dislike of him, that was felt by many on account of the apparent delicacy or want of constitution in his stock, fast disappeared, in view of his success when he encountered the rugged crosses of the old American stock, his fine racing qualities attaining the best results in conjunction with more substance and constitution. His sons, Aristides, Lytton, Lynchburg and Enquirer, also earned golden opinions for themselves and their sire. Longfellow, too, had some good performers, and Ten Broeck was perpetuating in the stud the fame of his sire, imported Phaeton. Imported Australian, who had always stood in the shadow of Lexington's greatness, was beginning to be recognized more and more at his true value, and was making it clear that the Australian line was bound to be quite as permanently linked with the future greatness of the turf in the United States as that of any importation in modern times.

Several years ago it was remarked that in no decade in the history of horse racing in this or any other country had there been witnessed such a remarkable growth as that which had been seen in the United States during the preceding ten years or more, beginning, say, in the later seventies and extending well toward 1890. During this time it seemed as though it was almost impossible to satisfy the public with racing. New jockey clubs and horse associations were organized all over the country, and there were few important cities that did not have one or more new courses opened, while the historic racing centres, whose history extended back over a generation, seemed about to renew their youth. The horses that were in training had doubled, tripled and quadrupled in number, and wealthy sportsmen were again

contributing with their money and influence to the breeding and running of the thoroughbred. This unexampled growth really started in the later seventies, abundant proof of which is derived from the records for those years to which we have just referred.

In a measure this development was a reflex of the phenomenal activity that marked the history of that racing period in the sixties which was so considerably dominated by the famous American Jockey Club. The turf received a considerable setback from the financial panic of 1873, but soon afterward began to recover with a bound. Although this renewed activity was seen in a great measure in many widely separated parts of the country, it was especially notable in the North. The Monmouth Park Association, which had fallen somewhat from its earlier high estate, came under new management, and its course was so improved that the varied attractions which it offered and the wholesome change in the character of its directors attracted an attendance larger and of a better class of people than ever before in its history. Old habitués still recalled with pleasure the famous inaugural at Long Branch in 1870, when the Americus Club, led by the valiant William M. Tweed, and headed by the Seventh Regiment Band did honor to the occasion, but later supporters of Monmouth felt that the famous course was in worthier hands than ever before, and better calculated to advance the interests of high-class sport.

The American Jockey Club, which had not been quite able to maintain the pace that it had set for itself and for all its rivals, or to quite hold through all these years to the brilliant social character that originally distinguished it, felt the impulse of the new order of things and was roused to life and activity, so that its meetings were made more interesting and important than they had been for many years. A new rival to the old courses about New York was established in the Coney Island Jockey Club, with its admirable grounds, at Sheepshead Bay. Some of the gentlemen who had helped to make the success of Jerome Park were the promoters of this new enterprise, and their wisdom in turf affairs was fully demonstrated by the inauguration of some of the great fixtures that have since become historic and are now recognized as among the supreme attractions of the turf in this country.

In the South and West and on the far-away Pacific Coast turfmen continued to come forward in increasing numbers, and race courses in those sections carried on the sport in a generally enterprising and admirable manner that contributed to the enjoyment of those who loved to see the thoroughbred in his best performances. Nevertheless, it still remained indisputable that, for completeness and perfection of appointments, care and thoroughness of management and the unexceptionably high

character of racing that was constantly offered, no courses in the country surpassed those of Jerome Park, Monmouth Park and Sheepshead Bay. The supremacy of New York—which had been unchallenged ever since the American Jockey Club, Saratoga, and their competitors entered the field—was more generally conceded than it had been at any preceding period in the history of Northern racing. Under the favoring conditions that then existed the turf of New York became so firmly fixed in its royal position at the head of the line that it has been able without difficulty to hold itself there ever since. It may sometimes seem to the casual observer that the turf historians of this period are inclined to give undue prominence to that branch of the subject pertaining particularly to New York. A little thought, however, and even a cursory examination will show that the North, in every respect save that of breeding, had taken the place that was occupied by the South and the West in the first half of the century. The great stud farms are still retained in the section of which Kentucky is the centre, and in California and nearly all of that branch of the turf business still pertains to those localities. In every other respect, however, New York dominates and has long dominated, the turf of the country.

It would be an agreeable task to trace further, year by year, the career of the American thoroughbred and the events of the race course by which he has made himself celebrated in the third decade of the period to which consideration is here being given. The future historian will find there much that is interesting and valuable. These times are so near to us that they are still fresh in mind, and are not yet far enough removed to be regarded discriminatingly and impassionately from the purely historical point of view. The career of the turf in the eighties was not altogether as satisfactory as its most ardent admirers and supporters could wish, but there were brilliant years when great horses gave as wonderful displays of their mettle as had ever been seen, and such active millionaire owners as Messrs. Belmont, Hearst, Scott, Haggin, Lorillard, Cassett and others, were foremost in the pursuit of turf honors. In the early part of this decade the sport was represented by such distinguished owners as Messrs. August Belmont, George L. Lorillard, Leonard W. Jerome, Pierre Lorillard, Dwyer Brothers, and others of New York; J. A. Grinstead, H. P. McGrath, J. Jackson, B. G. Thomas and others of Kentucky; J. B. Malone, J. S. McCall, J. G. Greener and others of Tennessee; O. Bowie, P. A. Lynch, E. A. Clabaugh, and others of Maryland; T. W. Doswell, of Virginia; E. J. Baldwin, of California; and representatives of such other States as Missouri, Illinois, Louisiana, New Jersey, Texas, Georgia, the Carolinas, Ohio and Pennsylvania. In one particular year, 1881, there were ninety-three establishments, representing

nineteen States, engaged at Saratoga alone for the summer meeting at that popular resort. Over 1,200 horses were then in training in these stables, and during the season fully 700 horses were run in the East.

By reason of death or otherwise, several of the most energetic and most useful supporters of the turf in the North and West were withdrawn from the field, and, for the time being, the much dreaded spirit of commercialism that has so frequently forced its way upon the race course, much to the detriment of the sport, began to make its periodic appearance. Later on, however, the ranks of the genuine turfman were reinforced by fresh blood and by the return of some of the older leaders, who, for a time, had been conspicuous by their absence. The accessions were numerous and important, among them being such gentlemen as Messrs. William Astor, Frank A. Ehret, Marcus Daly, Foxhall Keene, A. F. Walcott, Pierre Lorillard, Jacob Ruppert, Charles Fleischman, August Belmont, Perry Belmont, Oliver H. P. Belmont, and the Dwyer Brothers. This was the era particularly of such famous cracks as Eole, Miss Woodford, Loissette, George Kinney, Drake Carter, Leo, Bob Miles, Himalaya, Freeland, Bushwacker, Leonatus, Badge, Hindoo, and his son Hanover, Kingston, and others whose names are legion.

Soon there developed what has been fairly denominated as "the high priced period of the American turf," when gentlemen of unlimited wealth vied with each other in forming large stables and in paying big prices for thoroughbreds, both of native and of foreign product. The almost incalculable benefit derived by the turf from the enterprise of these public spirited gentlemen scarcely need be dwelt upon in detail here. The labors of such eminent turfmen as Messrs. Belmont, Withers, Haggin, Lorillard, Scott, Thompson, and scores of others, will live long in memory, and will forever be recognized as the most potent influences that have led up to and brought about the condition of the turf to-day. It was common to pay thousands for horses then, where hundreds had been paid before, and our men of means seemed to be in a fair way to emulate the spirit of their forefathers, and to follow the examples of so many of their English cousins, with whom racing is not only a passion but a dignified pursuit as well. Some of these new found allies lost their interest shortly, but their ventures had due effect and must be regarded as valuable contributions to the turf activity of the period.

In this connection we may not pass over without, at least, brief reference the dispersal of several large stables that were features of this period, and that in many ways were suggestive of the new aspect that turf affairs were taking, particularly from the financial point of view. The sale of the Nursery stud of Mr. August Belmont

in 1891 was perhaps the most important in the list of these affairs. It showed a magnificent collection of the choicest thoroughbred blood that money could bring together, and fetched the aggregate sum of \$630,500, a total that exceeded that of the famous breaking-up sale of the late Lord Falmouth's stud in 1884 by some \$70,000, although the average of the English sportsman's sale was somewhat higher than that of Mr. Belmont's. Nor must we overlook the sale of Mr. Frank A. Ehret's horses in 1892. The meteor-like career of Mr. Ehret's stable closed with appropriate glory. Mr. Ehret was on the turf only a few years, but he owned some of the most valuable horses then in training. His Don Alonzo, by Long Taw out of Round Dance, fetched \$30,000. The famous Dobbins, then an untried yearling, was sold for \$20,200. Yorkville Belle, whose performances for the "white, red cap, star and cuffs" were among the sensations of the two-year old class in 1892, fetched \$24,000. Fairy, by Argyle out of Fairy Rose by Kisber, sold for \$10,000. Sir Francis, by imported Mr. Pickwick out of Thora by Longfellow, for \$26,000; Runyon, by Longfellow out of Fanfare by imported King Ernest, for \$13,100; Bowers, by imported Great Tom out of Moselle by Jack Malone, for \$13,500; and Young Arion, by Miser out of Glencairne by Glenelg, were among the highest priced horses on this occasion. The total amount of the sale for nineteen horses and seven yearlings was \$223,250. The sale of the Algeria stud of the Honorable William L. Scott, of Pennsylvania, and that of the Ferncliffe stud, of Mr. William Astor, also were features of this period of big stables and high prices.

Undoubtedly the publicity that was given to the prices which wealthy sportsmen were willing to pay for thoroughbreds of distinction or of promise, the increasing number and value of stakes and purses offered at the principal race tracks and the large sums of money which it was possible for a well managed stable to carry off, had the effect of attracting to the turf many men who entered the ranks of racing purely as a business. Before many years had passed away this developed a considerable change in turf affairs, whether for good or for ill only the future may be able to reveal. Nowadays with a few notable exceptions, racing is a business with the majority of stable owners. While the turf still remains the playground of the wealthy leisure classes, it is also the theatre of operation for those who recognize its possibilities from the purely financial point of view. One result of this has been to increase the importance of the breeding business to much larger proportions than ever before and to add to its profits. Furthermore, the race-going public is provided with a healthful, pleasant and exciting recreation and is privileged to witness more brilliant turf performances than in the past. At the same time, while the management of jockey clubs

and associations and the direction of turf affairs generally remains as it does in the hands of gentlemen who are inspired by their love for the "sport of kings," rather than by thoughts of the money to be made therefrom, it is difficult to see how the fact that a racing stable may become a profitable enterprise can have a deleterious effect.

It is also this business side of the case that has brought about one of the most marked changes in racing in recent times, and that is the increase in races and the shortening of distances. Nothing more clearly emphasizes the difference between the turf as it exists to-day and as it was in previous generations, than the change from the old three and four-mile heat racing to the shorter dashes that now dominate the race course. Out of this has naturally grown important changes in breeding and training that have had undoubted effect upon the general character of the native race horse. In early days, as we have many times had occasion to remark, turfmen and turf patrons held in the utmost contempt races that were shorter than heats of one, two, three and four miles. No stallion could attain to any degree of popular favor unless he could maintain himself in long races. Hence, supreme attention was given to the production of thoroughbreds who could combine endurance with the highest rate of speed, and it was not uncommon for the horses of those days to be able to run even twelve, sixteen or twenty miles in a single race. They had vast recuperative power also and lasted many years before their final retirement.

Now, however, the short dash is the thing. The change as to distances was at first gradual, dashes in the long races being substituted for heats. Next the cup distance, which was $2\frac{1}{4}$ miles, was made a favorite. For a decade or more in the first part of the present period every race course of prominence had its cup event and cup winners became almost as much a class by themselves as were the old four-milers. This particular race held decided prominence during many years, but now its absence is marked. Step by step followed the further reduction of distances until finally races for fractional parts of a mile have become predominant. As a result of this new condition of things the two-year old is the all-important factor at the present time. For him the richest prizes are offered and the whole tendency of racing is to encourage the production of the spirited, speedy youngster, who can sprint as fast as the wind. No longer is the well seasoned, sturdy old horse, who has passed to full maturity, accorded the first place in the affections of the multitude or in the desires of the turfmen. As a rule, to be "aged" is now to have passed beyond the line of desirability.

Moreover relatively fewer horses now than before become "aged" ere the race course has ceased to

command them. The demands that are made upon the youngsters wear them out in shorter time than did the demands made upon their forefathers. But they are no less fondly remembered than they would be if they were able to do their four miles and repeat. An animal that is successful in his two-year old and his three-year old forms can now reap richer rewards than those who were able to stay for four-mile heats a quarter of a century and more ago. Even though the severity of his training and his work should so overtax his powers that he is never able to race again, he could if he had the reasoning intelligence console himself with the thought that he will be forever remembered as one of the world's great race horses. Probably Tremont, the unbeaten black whirlwind, Salvator, and Tenny, not to invidiously neglect to mention others, who have had short but brilliant turf careers, will occupy as high a position in the temple of equine fame and be as long remembered as any of the great champions, like Boston, Black Maria, Trifle, Lecomte and others of that class. It is no slight work that is put upon these youngsters, and they are fully entitled to all the renown that comes to them. Commonly they run in single seasons more races than their forefathers did in an entire lifetime. It is by no means extraordinary for them to run twenty, thirty, or even forty races in a year, which is alone enough for a strong horse's entire career.

Out of this conspicuous modification in the character of racing has arisen a demand for the yearling such as was not dreamed of thirty or forty years or more ago, and this demand has resulted in very pronounced changes in methods of breeding and has affected the entire business of raising thoroughbreds. With horses as with everything else, from the commercial point of view, the supply must meet the demand, and the new demand having been created, it was inevitable that those whose business it is to supply the turf with its race horses should make their plans accordingly. Therefore, we have had to an unexampled degree the development of the young and speedy sprinter and the increasing importance of the yearling, who by reason of the royal blood of his sire and dam, gives promise of bringing a fortune to his owner in his two-year old or three-year old form.

Yearling sales have become prominent features of every season and may be considered to be quite as indicative of the character of the turf of the period as are the race meetings that are more conspicuously in the eye of the public. Year by year these yearling sales have been growing more numerous, more important, from the amount of money that is involved in them, and more significant of the temper of the racing community. A yearling is something of a gamble to be sure, for he may turn out to be utterly worthless, but his possession really offers the only chance for the great prizes of the

turf, and, if he shall be a winner, the profits on the speculation are so far and away beyond the risk that no one with the true instincts of a sportsman can do otherwise than make the venture. A few instances may be cited of some of these profitable transactions, but it will be unnecessary to multiply them since a greater number than it would be possible to set down here must come involuntarily to the mind of every turfman the moment the suggestion of the subject is made. Sally McClelland cost Mr. Byron McClelland \$2,500. She was a chestnut yearling filly by Hindoo out of Red and Blue, and, in 1890, won for her owner, \$56,000. As a yearling the Messrs. Morris paid \$625 for Russell, who won for them as a two-year old, \$56,123, and as a three-year-old, \$15,595, which all will admit was a very handsome profit on the investment. Eclipse, who was sold from the Rancho del Paso in 1889 for \$300, brought home in 1890, \$12,278. His Highness, for whom Mr. David Gideon paid \$3,400 in 1890, returned to his owner in stakes and purses the following year, \$107,285.

So it seems that this steadily increasing demand for yearlings, based on the expectation or hope of their great performances in the ensuing two or three years, has had the result of stimulating prices and of making the business of breeding more than ever profitable. These yearling sales are comparatively of modern inception, really going back only to the sixties, as the time when they assumed anything of prominence. It is interesting to recall from the old records some of the prices that were paid for other unknown yearlings that subsequently became horses of the highest fame. In 1868, from the Woodburn Stud, Preakness was sold for \$2,000, Chillicothe for \$1,725, Kingfisher for \$490, Foster for \$585, Grecian Bend for \$2,000, and Annette for \$600. The following year Monarchist was sold for \$1,900, Harry Bassett for \$315, Salina for \$450, and Wanderer for \$325. Acrobat, in 1872, brought \$2,025, and Rutherford, \$1,300. Attila, who sold for \$500, and Ballankeel, for \$750, were very nearly if not quite equal to Acrobat or Rutherford. Tom Ochiltree, as a yearling, brought \$500, and Katie Pease \$520, the latter turning out to be the best two-year old in the West. Mr. Pierre Lorillard paid \$780 for Parole, and his brother, Mr. G. L. Lorillard, got the Duke of Magenta for \$1,750.

Spendthrift, who ranked among the best horses of his period, cost \$1,000, and Monitor \$1,600, while Ferida cost only \$325, a sum that she earned many times over. Foxhall, who lowered the colors of the best English and French horses, was sold as a yearling for \$650, while Luke Blackburn brought \$510 and Glenmore \$715. At the sale of the Nursery Stud in 1891, twenty-four yearlings brought \$124,550, some of them running as high as \$30,000, while the foals, not yet separated from their dams, commanded altogether more than \$30,000. Con-

trast these prices with those that were paid for the get of some of the older stallions. The last of Lexington's yearlings, five in number, were sold in 1877, and averaged \$1,379 against twelve of Leamington's at \$1,174.16. In 1878, Virgil's yearlings brought an average of \$1,215.83 each and Leamington's yearlings the same year \$1,117.91. In 1879, the last of Australian's get, four in number, brought \$1,400 each. Instances might be multiplied almost indefinitely showing the almost incredible differences between the yearling cost of a good thoroughbred and his ultimate profitableness as an investment, but it is not necessary to enlarge further upon that point at this time.

There is another side to the case, however, that illustrates to a considerable degree the uncertainty of this speculation. Buying a yearling is not exactly like buying "a pig in a bag," but there are times when it would seem to be almost as grave an uncertainty as that proverbial porcine transaction. For instance there was King Thomas, son of Maud Hampton, who brought a big price as a yearling—\$40,000, and never won a race. Benjamin, who was scarcely heard of upon the turf, cost his purchaser \$4,100. Banneret, for \$2,530; Bay Bush, for \$2,025; Lava, for \$625; King Pin, for \$1,300, and Mill Boy for \$2,025, were almost flat failures. In the early seventies there were New York, King Bolt and Australind, who were sold as yearlings for \$3,000, \$5,540 and \$3,200 respectively, and hardly earned enough to pay the expenses of their training. When Mr. Pierre Lorillard secured Parole for \$780 he paid \$3,000 for Barricade, but a comparison between the two horses on that relative standard of value would be amusing in the light of their future careers. Pawnee cost Mr. Pierre Lorillard \$3,500 and Sioux \$2,500, neither one of whom won a race in his colors. Uncas, a fairly good horse, cost him \$3,100. Against his fortunate purchase of Foxhall, Mr. James R. Keene was obliged to place Bushman, at \$4,000, Gemsbock, at \$2,125, and Brother to Madge, at \$2,050, from neither one of whom was he able to make a dollar.

Not the yearlings alone have commanded big figures. So much have the great prizes of the turf enhanced the value of all thoroughbreds that the prices which have been paid for racers of established merit during this period have been out of all comparison with the figures that even the greatest blood horses commanded in times past. This is another striking proof of the vastness and profitableness of racing as a business institution, and also shows to what a wonderful extent the sport is now engaging the attention of sport loving men of wealth, who allow no considerations of expense to stand in the way of the gratification of their desires to possess good stables, and to see their colors first by the post in many a hard fought contest. When, fifty years ago, \$10,000 or \$15,000 was considered a big price to pay for

even a famous horse, those figures pale in insignificance when compared with the sums that have been paid for latter day cracks. Through no fault of his own, Mr. Charles Reed failed to secure the great English Derby winner, Ormonde, although he made a special voyage to Buenos Ayres for that purpose, and offered to pay \$150,000, but the same gentleman was glad to pay \$100,000 for St. Blaise at the sale of Mr. Belmont's Nursery Stud. At the Belle Meade sale in 1890, Iroquois went for \$34,000, which was paid for him by General W. H. Jackson.

When Mr. Astor's Ferncliffe Stud was sold, Mr. Wyndham Walden paid \$30,000 for Galore, which was then said to have been the largest price ever paid for a thoroughbred stallion at a free auction sale in this country, but this price became insignificant when compared with the St. Blaise price a year later. It is to be said, however, in favor of Galore, who was a son of the English horse Galopin, that when he was sold he was only an untried stallion. For Galore, Mr. Clark Maxwell paid \$10,000 in England, and he cost Mr. Astor \$15,000, so that his sale for \$30,000 represented a very good profit indeed. Imported Mortemer was purchased by Mr. Pierre Lorillard for the Rancocas Stud, in 1880, for \$25,000, but in course of time depreciated in value, so that at the breaking up sale of Rancocas he brought only \$2,500. La Tosca brought at the end of her last racing season, \$15,000. Magnetizer, another member of the Nursery Stud, brought \$16,000, and imported Toucques, at that time twenty-three years old, fetched \$10,500. Maud Hampton, dam of those two good race horses, Ban Fox and King Fox, was sold to Mr. Haggin for \$10,000. In 1888, her yearling, Silver King, by imported St. Blaise, brought \$22,000. The Honorable William L. Scott, at the breaking up sale of the Dangu Stud, in France, in 1882, bought the great French race horse, Rayon d'Or, for \$30,000, a price that had never before been paid for an imported stallion.

That racing, during the closing years of the nineteenth century, has again become one of the popular forms of sport in the United States, does not admit of doubt. During the season from May to November, there is racing almost every day, and sometimes the meetings on various courses even overlap each other, so that the sport is conducted simultaneously in many widely separated parts of the country. In the aggregate, thousands of patrons are attracted to the race meetings and the amount of money involved in the raising of thoroughbreds and in conducting the races has become something enormous. The primary investment required by these undertakings amounts to many millions of dollars, and hence racing has become an institution, even more than it is a sport, being now a vast and intricate business in which thousands of men are regularly employed. A quarter of a century or so ago, if from fifty

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to seventy-five race horses were in attendance upon a meeting, that was considered quite enough to insure success. Now, at any one of the leading courses, from seven hundred to a thousand horses can find accommodation, while it is almost impossible to keep any account of the aggregate number of thoroughbreds that are annually in training in the United States. Their number runs up into several thousands.

Owners of racing stables have multiplied accordingly, and despite all that has been said about the attractiveness of racing solely as a sport, and regardless of its cost, the purely commercial side of it is probably more prominent and influential now than ever before, and is likely to develop rather than to decrease. This is not to say that the spirit of the old-time sportsmen has entirely departed. There are still some notable turfmen who are engaged in the sport purely for love of it, and even though it may be gratifying to them to find the year's balance on the right side of the ledger, that is really not the prime consideration with them. It is, however, undoubtedly true that by far the greater number of those who engage, either in breeding or in racing, do so with an eye wholly to the profits to be derived from it as a business pursuit. Nor, at the present time, does this seem to a condition of affairs that may be considered reprehensible.

Before the Civil War, and even at least at one time subsequent thereto, the management of turf affairs had fallen so completely into unworthy hands that the race course became a byword and reproach in the minds of all honest minded men. It was then argued that the predominance of the commercial spirit was altogether responsible for this degradation. An entirely different condition of affairs prevails now, for although the business element in racing has come more conspicuously to the front than ever before, it is generally agreed that even this is influenced by a degree of sportsmanlike spirit such as did not characterize the commercialism of the turf in those earlier periods just referred to. Furthermore, the necessity, from purely commercial points of view, of holding the turf to a high standard of integrity and to maintain it with an irreproachable character, has impressed itself quite as strongly upon those who aim to make a living by it as it ever has upon those who are engaged in it as a sport, rather than as a business. The result seems to be that both classes can now be united in support of racing as an institution which must be beyond cavil, and command the approval of all classes in the community, as it has in other periods of its existence.

The closing decade of the century has witnessed very many other and vital changes in turf affairs. Looking back over the past, for a hundred years or more, we cannot fail to be impressed with the fact that racing, up to

the end of the Civil War was, generally speaking, the sport of gentlemen, high-minded sportsmen who controlled the race meetings, enforced the rules, and gave character and distinction to the sport. To be sure, there were sporting men, not sportsmen, even in the olden times, and the race courses were not entirely free from their presence. Meetings took somewhat of the character of the old country fairs, and the gambling gentry brought thither their games of chance to ensnare the greenhorns and line their own pockets. In the South especially, the bar room and the cock fight were often concomitants of the course, but, on the whole, the gambling and other indulgences, more or less reprehensible, were confined to the race tracks and had not extended to the general community, as it has in the present day.

Nevertheless, the turf, notwithstanding the high character of the gentlemen who have mostly been concerned with it from the middle of the eighteenth century down to the present time, has again and again in its career, fallen under malign influences, that for the moment overshadowed it darkly, and often seemed likely almost to bring about its complete destruction. Sometimes the threatening elements have been outside the profession, while again the turf has been mostly endangered by those within the fold. At one time it is the spirit of intolerance and Puritanism that has directed its attention to the overthrow of the turf on principles of ultramoralism. Again we find that self-seekers and ambitious money makers have joined the ranks of turfmen only to sow seeds of dissension, to introduce nefarious practices, and to prostitute the race course to selfish ends. Often the genuine sportsmen who have bred and raced horses, purely through love of the thoroughbred and delight in his performances, have been forced, out of self-respect, to withdraw from all association with the turf and leave it for the time being in less worthy hands. Again it will be seen that these gentlemen, the unselfish promoters of turf interests, have joined hands in combating the encroachment of evils that may have crept into turf administration, and by their admirable conduct of affairs have endeavored to disarm an adverse public opinion that is generally the outgrowth of ignorance and intolerance. It is worthy of note, moreover, that after passing through these periods of trial and darkness, racing has risen again, stronger than ever before and more entitled to public confidence and patronage.

During the nineties the turf has been passing through one of these trying experiences. The great prosperity that attended the institution during the seventies and eighties attracted to it an element that, in the end, proved itself to be most undesirable. Practices in racing and in management sprang up that were in the highest

degree dishonorable, and that lent some color to assertions that were freely made by critics of the turf that the institution was one with which dishonesty was inevitably allied. More than that, the spirit of gambling, that had been growing stronger and stronger throughout the country for a quarter of a century or more, found in the race course an opportunity for exploiting its practices that was readily availed of by the devotees of chance. In olden times most of the betting was done between individuals, who backed their favorites more or less heavily, as their means permitted, and as they were witnessing the performances. The modern scheme of betting, and the pool-rooms through which individuals, who, perhaps, never saw a horse race and never cared to, and would scarcely know one if they should see it, had abundant opportunity to indulge their pure love of gambling, irrespective of any interest in the event upon which they were placing their stakes, were as yet unknown. It remained for the present generation to see these features attached to the race course, and ultimately to become a source of grave danger to the institution upon which they thrived.

Attention being after a while drawn to this feature of the racing business, promptly the overzealous public proceeded to lay the blame, more or less, upon the institution, rather than upon the purely gambling fraternity, that was utilizing the course to unworthy ends. Agitation ensued all over the country, and the question soon became one of serious political importance. Legislatures were called upon to deal with it, and State after State passed laws which, however honestly intended they may have been, resulted in untold loss to the business of breeding and racing. It became almost impossible to conduct racing in a profitable way at any of the great race courses, so unreasonably stringent was much of the legislation that, although aimed at recognized evils, completely failed in any rational solution of the problem. New York, New Jersey, Connecticut, Pennsylvania, Illinois, and numerous other States joined in the crusade against racing, with the mistaken idea that the only way to drive out the objectionable gambling feature, was to kill entirely one of the largest institutions of the country and in its various allied branches, one of the most valuable business pursuits that existed.

One of the results of this agitation and legislative interference was precisely the contrary to what had been anticipated by its most energetic advocates. Some of the largest, best and most honorably conducted race courses were crippled almost beyond recovery. In the case of Monmouth Park, supported by the most gentlemanly and most devoted turfmen that the country had ever known, racing was entirely abandoned, the members of the Monmouth Park Association being law-abiding citizens, and unwilling to act, or appear to act,

in contravention of legal enactments, however unjust those might be. To a lesser degree a similar result was seen at other important racing centres. At the same time those who had brought discredit upon the turf, and by their practices had been mostly responsible for the sudden turn of public opinion against racing, and the severity of the legislative enactments of the period, only sought a way to escape the operations of the law without abandoning the sport. Some of the smaller and less responsible courses continued to exist in actual violation of the law, and thus brought the turf more and more into disrepute.

The evil that was sought to be cured was soon found to be more in evidence than ever before. The reputable side of racing had been pretty effectually swept away, while the disreputable had, if anything, gained in strength by reason of its absolute indifference to the law and the consequences of its violation, and also somewhat from the lessening of rivalry, resulting from the practical withdrawing of many of the larger courses from much of the activity that had heretofore characterized them. One of the peculiar results of this condition of affairs was seen in the introduction of winter racing at several of the racing centres of the North. This naturally operated to the disadvantage of the courses in the South that had generally held a monopoly of racing during the winter months. The feeling that was thus engendered prejudiced the Southern racing men more and more against the North, as they saw the winter racing in the latter section interfering with the success of their traditional meetings. Accordingly the larger courses of the North suffered in turn from the natural apathy, if not positive disfavor, of the Southern men.

So, while winter racing brought the institution more and more into contempt with the reputable part of the community, whether concerned with the affairs of the turf or not, it created ill feeling even in its own family. In some instances, the practice was found to be directly destructive of the best interests of the turf in particular localities. Both Washington and Baltimore had long been struggling against an adverse public sentiment as regards racing affairs of every description. In the seventies and eighties, the spring and fall meetings in those cities were second to none in brilliancy and in importance, and were admirably conducted. These localities seemed, now, to suffer even more than other parts of the country in the general turf depression, and the project for winter racing there put an even more decisive damper upon their prospects. In the early nineties the opening of the St. Asaph Course, near Washington, encouraged those who hoped that the days of high-class sport might be again returning to the Capital. The experiment failed to meet expectations, however, and after a few years St. Asaph passed out of existence.

Meantime the Alexander Island track, one of the outlaw racing places, was successfully enjoined from doing business, but other projects for winter racing were, temporarily, more successful, with the result of adding to the difficulties that were in the way of honest racing in that part of the country.

In all matters pertaining to the legislation that has been designed to restrict racing or to reform abuses that crept into the management of race courses, as well as to abolish the confessed evils of the pool rooms that fixed themselves upon the turf as a convenient medium for carrying on their questionable practices, the State of New York has been foremost. This has been due to several causes, principally the special predominance of the State in the racing affairs of the United States at the present time. As we have before pointed out, the racing interests of New York have assumed such position by reason of the generous support given to the turf in the metropolis, both by wealthy promoters, wealthy sportsmen and the general public, so that, to a large extent, New York has become far and away the leader of the American turf in this generation. Naturally, therefore, the opportunity for gambling and other evil practices multiplied in New York more rapidly than elsewhere, and earlier called out the criticism and opposition of the public, as well as the profound regret of all honest promoters of the turf and lovers of the thoroughbred.

First to feel the effects of this condition of affairs, New York has also been the first to attain to an apparently successful solution of the difficult problem by which racing shall continue in an honest and wholesome manner and be practically free from the gambling and pool room influences that so long succeeded in degrading it. On all accounts then, turfmen are looking toward New York and studying the situation in that State, first, because the condition of affairs in the Empire State directly and seriously affects them and, second, because the same questions of legislative control of racing affairs confront them in their own homes. Nowhere in the United States was there greater need of reform than in New York, and not elsewhere, as yet, has there been any practical solution of the difficulties upon a basis satisfactory to supporters of the turf and to the moralists who decry everything that savors of freedom in rational sport. The sweeping restriction of gambling of all kinds that was placed in the State constitution of 1894, and that was aimed largely at the race tracks, was not essentially different from legislation that had been attempted, and very often successfully, in other States, and always to the detriment of racing.

For instance, the State of Illinois passed a law that practically made illegal the operation of all race courses where pools of any kind were sold. Under the operations of this law racing in that great State was abso-

lutely abandoned. The grounds of the Washington Park Club, the Chicago Racing Association, the Chicago Fair Grounds Association and of other clubs and associations throughout the State were closed. As was pointed out by the advocates of more liberal treatment of the race track, this legislation cost the horse owners and breeders of the State many millions of dollars in prizes that would have been distributed among them had the tracks been able to keep open and continue the sport. More than that, the entire business of raising horses, whether for racing or for other purposes, suffered a depression such as had never before been known in its history. Connecticut also had an anti-pool law, passed in 1894, that, ostensibly designed to suppress gambling and particularly the disreputable pool rooms, only succeeded in closing all the honorable race courses in the State. While the best horses sought more congenial surroundings, at the same time the pool rooms continued to flourish and to do business without interference just as they had before.

The experience of New York in coming to a practical solution of this problem has, therefore, more than mere local interest. Not only is it a part of the history of the contemporaneous turf, but it seems likely that it has marked the turning point between the decadence of the immediate past and the prosperity that is undoubtedly in store in the immediate future. A large and an important chapter as regards the entire turf of the United States, is that which must detail the rise and fall of racing in New York in this generation and the methods by which it has once more been placed upon sound footing. As soon as it was seen that the operation of the anti-gambling section of the new constitution would work the ultimate destruction of all racing in the State, measures were promptly set on foot to secure special legislation that should counteract this wrong and make it possible for the sport to continue under such reasonable restrictions as would commend themselves to everybody. The Percy-Gray law that was passed by the State Legislature in 1895, is now generally acknowledged to be the best measure for the wholesome promotion of racing interests that could have been devised. It was advocated by Mr. August Belmont and other gentlemen who have been associated with him in their devotion to the turf, and who stand foremost in the social and commercial world of the metropolis. The measure was opposed outwardly by extreme moralists represented by Anthony Comstock and others of his class, and insidiously by the pool room owners and gamblers, who saw that under its provisions the opportunities that they had previously enjoyed of carrying on their peculiar business would be forever lost to them.

For the State Commission provided by the terms of this enactment, Governor Levi P. Morton selected Messrs.

August Belmont, Edwin D. Morgan and John Sanford. These gentlemen, men of wealth and social standing, engaged in large business enterprises, and at the same time occupied in a thoroughly practical way with the racing and breeding of blood horses, were recognized as peculiarly fit for the duties which devolved upon the Commission. Mr. Belmont, representative of one of the most distinguished racing families of modern times; Mr. Sanford, one of the most prominent breeders in the country and a former Member of Congress, and Mr. Morgan, son of ex-Governor Edwin D. Morgan, a leading banker of New York and a noted yachtsman, were depended upon for such direction of racing affairs in the State as would revive racing, eliminate the law-breaking element that had previously been connected with and thrived upon it and give an example to the rest of the country of how it might be possible to reinstate the grand old "sport of kings," in the honorable position that it had enjoyed in times gone by.

Now that the law has had a three years' trial and has substantially proved the wisdom of those who advocated it, its results are well worth considering, since, as we have said, the condition of affairs in New York affects the turf throughout the country not less than in this State, and also because it is more than possible that the permanence of the turf as a national institution may ultimately depend upon some such legal status as that which now upholds it in the Empire State. In 1895, the limitations imposed upon the financial end of the sport were painfully apparent. The previous form of betting having been abolished, there was a marked decrease in the attendance and a consequent diminution of gate receipts. The hundreds and thousands who had hitherto gone to the courses, less from a desire to see the racing than with the passion to stake their dollars on the result, now remained away, and the associations suffered very much from this loss of support. Stockholders in racing associations saw the profits that they had hitherto enjoyed becoming more and more fleeting.

While this was regarded at first as being a very threatening situation, good came from it in the end. Gentlemen, who loved the sport for itself, they who were sportsmen and not gamblers, found it necessary to come forward generously to maintain enterprises that the public no longer supported, and they kept up the value and number of stakes and purses, quite regardless of any profitable financial end to the transaction. They were determined that the turf should be re-established and purified, cost what it might. It was thus that the racing has become more and more as it was in its palmy days, with the very best element in control, the honest sporting sentiment infusing new life into its affairs, while the less honorable features of the sport have

been relegated to a position in the distant background. Once more it is seen that the "sport of kings" has become the sport of gentlemen, while there is no place in its council or in its affairs for those who have been accustomed to regard it simply as a money-making enterprise, sometimes honestly, but more frequently dishonest in motives and in practices.

Each year since this State Racing Commission has had control of racing affairs has shown a distinct advancement over that which preceded it. This improvement was particularly noticeable in 1897, the third year of the commission's existence, thus conclusively demonstrating the complete utility of the new law and vindicating the opinions of those who were instrumental in securing its enactment. As it exists now it reflects the best European legalism upon the subject, and having stood the supreme test of practice is now generally regarded as presenting beyond all controversy a solid foundation upon which legitimate racing may surely stand safe from assault from without or from evil influence within. In this light the way has been blazed for the future wholesome and profitable existence of the turf in other sections of the United States, in many of which the prospect is still unpromising, hedged about as it is by adverse conditions.

Under the operations of this law racing has been conducted by the Westchester Racing Association, the Coney Island Jockey Club, the Brooklyn Jockey Club, the Brighton Beach Association, the Saratoga Racing Association and the Queen's County Jockey Club. In 1897, the racing conducted upon the tracks of these clubs and associations under license of the racing commission was of a brilliant character and the meetings were eminently successful. The whole number of days raced by the six associations was one hundred and forty-four. During the year prizes and stakes were given to the amount of \$916,080, which was \$109,564 in advance of that competed for in 1896 and \$123,627 in excess of that offered in 1895. The Saratoga Racing Association, which, in 1896, closed its grounds, reopened in the ensuing year and had a successful meeting. Additional stake features were opened, and one of the assuring tests of the returning prosperity of the turf was found in the largely increased number of nominations made to these stakes. Not only was the number of horses engaged the largest since 1894, but the list represented a decided addition to the number of different interests represented. There was also a gratifying increase in the amount of the State tax levied upon the gross receipts of the several racing associations. This increase in the tax showed that there was an increased revenue to the racing associations arising from a larger patronage from horsemen and spectators. Thus the associations have been enabled to offer greater prizes for contests and

not only make the horse more profitable in the market, but also to encourage liberal and intelligent expenditure on breeding farms. On the whole, therefore, the showing made by the Commission was exceedingly gratifying, indicating, as it did, such a decided revival of interest in turf affairs and a substantial advancement over previous years towards that degree of prosperity that all sportsmen earnestly hope for and that is essential to the very existence of the turf as a great national institution.

The extent to which racing has developed in these later days of the century is clearly seen by a contemplation among other things of the number of racing meetings that are annually held. All sections of the country are represented by race courses from San Francisco to New York, and on many of the tracks there are two or even three meetings every season. During the year of 1897, to bring the matter close down to date, nearly threescore important racing courses were opened, while there was racing on numerous other less important tracks. New York naturally stands at the head of the list as regards the importance of its meetings and the high standing of the several race courses in the vicinity of the metropolis.

Earlier in the year the racing stables began at New Orleans, Benning, Little Rock and Newport, Ky. Immediately thereafter came the meetings at Memphis, Tenn.; Forsyth, Ind., and Aqueduct, Long Island, followed by Lexington, Nashville, Louisville, St. Louis, Latonia, Oakley, O.; Detroit, Mich., as well as the New York courses before mentioned. Meantime, and to a considerable degree independent of the turf of the East, San Francisco patronized the Ingleside Course, managed by the Pacific Coast Jockey Club, and the Oakland Course, managed by the California Jockey Club. This list might be considerably added to without ending the enumeration of the racing centres where good sport, honorably conducted, could be seen during the year which we have taken as a sample to show the activity in turf affairs prevailing during this period. Other years immediately preceding, exhibited a similar state of affairs and at this writing he would not be a reckless prophet who should predict that the American turf is entering upon a new career, which in brilliancy and in all other qualities that go to make up honorable success, shall surpass even the noblest records of the past.

FAMOUS RACING EVENTS

GREAT FOUR-MILE HEATS OF OLDEN TIME—NORTH AGAINST THE SOUTH IN THE ECLIPSE-HENRY,
BOSTON-FASHION AND OTHER FAMOUS MATCHES—NOTABLE RACES
OF LATER DATE, RECORDS AND WINNERS

ONE of the earliest as well as greatest racing events in the annals of the American turf was the contest between American Eclipse and Sir Henry, in 1823, upon the Union Course on Long Island. At this time and, indeed, for long after, rivalry in racing was largely sectional. One division of the country matched its champions against those of another, and the loyalty of the supporters of each was unswerving. The turf then was too limited an affair for the multiplied races that are now customary, even at the meetings that are held at the smaller tracks. A match then would be arranged months in advance and be eagerly discussed in all parts of the country where horses were objects of interest and affection, and the result, whether victory or defeat, would carry joy or dejection through the whole communities. In the famous contest between American Eclipse and Henry, the former represented the North and the latter the South. Henry was a son of Sir Archy and out of a mare by the great Diomed. He was owned by Colonel William R. Johnson, of Petersburg, Va. American Eclipse was regarded by horsemen everywhere as the foremost representative of Northern horses, and as such excited an invincible determination on the part of the Southern turfmen to humble his pride with one of their own thoroughbreds.

In 1822, Mr. Cornelius W. Van Ranst, the owner of Eclipse, upon challenge of Mr. James J. Harrison, of Brunswick, Va., took his horse to the Washington Course in Charleston, S. C., to run a match against imported Sir Charles for \$5,000 a side. Upon November 20, the day fixed for the race, Sir Charles, having met with an accident, his owner forfeited the race. Subsequently another match of a single four-mile race for \$1,500 a side was arranged, and when that event came off Eclipse won with consummate ease, his opponent breaking down in the last mile. This defeat put the Southern turfmen on their mettle, and Colonel Johnson made a proposition to produce a horse which, at the opening of the next season, should run a race in four-mile heats against Eclipse over the Long Island Union Course for \$20,000 a side, \$3,000 forfeit. This challenge was promptly accepted by Mr. John C. Stevens, of New York, in behalf of himself and of several other Northern gentlemen. All winter long the match was the object

of the greatest interest and discussion throughout the country, and a constant stimulus to sectional pride and prejudice. By the time that the 27th of May, the day on which conclusions were to be tried, had arrived, the affair had assumed the transcendent importance of a national matter. All New York journeyed to the Union Course, while every other section of the country contributed its quota to the mass of excited spectators who numbered, it is said, no less than sixty thousand people. The representatives of the South had brought with them five selected horses, from which they finally chose Henry to carry their hopes and fortunes. As an aged horse, being nine years old at the time, Eclipse carried 126 pounds, while Henry bore 108.

The excitement that attended the race from start to finish was fully equal to all that had been anticipated concerning it. Crofts rode Eclipse in the first heat and was defeated by the Southern horse by half a length. In the second heat, Purdy, a jockey of wide experience, who was thoroughly familiar with Eclipse, had the mount, and brought the chestnut in a winner. In the third heat Purdy again had the saddle, while Arthur Taylor, a trainer and rider of established reputation and of great success, rode Henry. From the start Purdy took the lead with Eclipse maintaining it throughout, beating Henry so thoroughly that in the last half mile he was unable even to rally for a good finish. The time of the first heat was 7 minutes, 37½ seconds; the second heat was won in 7 minutes, 49 seconds, and the third in 8 minutes, 24 seconds; the aggregate time being 23 minutes, 50½ seconds—an average of about 1 mile in 1 minute, 59 seconds. It was estimated that fully \$200,000, an enormous amount for those times, changed hands on that day. The entire country was on the alert for news of the event, and special mail packets and couriers were despatched from New York as soon as the race was ended, to acquaint the expectant ones with the result. The judges of this famous race were General Ridgely, of Baltimore; Captain Cox, of Washington, and John Allen, of Philadelphia.

The echoes of that great equine struggle have scarcely died out, even in the present day. For years after the event discussion of the relative merits of the two horses was carried on in all parts of the country with the vehemence and persistency that would characterize any

great political controversy. The supporters of the Northern horse were firm in the belief that if Purdy had ridden in the first heat Eclipse would easily have won in two straight heats. On the other hand, there was a feeling of great dissatisfaction among the Southern representatives over the defeat of their champion. They eagerly sought for another match between the two horses for any stakes ranging from \$20,000 to \$50,000, but the propositions were politely declined by the Northerners.

It was felt by many of the supporters of Henry that the absence of Colonel Johnson, who was unable to attend the great battle which he himself had planned, contributed to the defeat of his horse. One of the time-honored anecdotes of the old turf relates that the good Colonel had, on the preceding evening, been so unfortunate as to attend a social gathering where, among other viands, there was a liberal supply of lobster and champagne. In consequence he was physically prostrated when he should have been at the track directing the policy to be pursued in regard to his champion, and thus gave an additional advantage to his opponents. The celebrated John Randolph, of Roanoke, himself a breeder of thoroughbreds and a sportsman of no small fame, was present at the contest, and, as a comment on the result and its possible cause, uttered the celebrated dictum, "It was not Eclipse that beat Henry, it was the lobsters."

In 1825, came another great match, which stirred the turf world in the United States to the utmost pitch of excitement—that between Ariel and Flirtilla. The triumphs of Ariel, who was a daughter of American Eclipse, and who was then regarded as the greatest champion on the turf, had aroused the interest of the Southern sportsmen to the keenest point. Sectional regret over the defeat of the great Henry had not yet been obliterated in the section represented by that favorite and the Southerners desired to get on a match between Ariel and their own champion, General William Wynn's five-year old bay mare, Flirtilla, by Sir Archy out of Robin Redbreast. A peculiar interest attached to this proposition from the fact that the Southern mare was a half sister of the defeated Henry, and thus the same strains of blood would be brought together, as in the great event between Eclipse and Henry two years before. Mr. Henry Lynch, the owner of Ariel, offered to run his mare four-mile heats against any horse to be named, for \$1,000 on each turn or quarter pole, four turns to the mile, and \$10,000 on the main race. When this challenge was not accepted he offered to run Ariel four-mile heats against any horse, mare or gelding that might be named, for \$20,000. This proposition was accepted by Mr. Wyche, of North Carolina, who named Flirtilla, and who also, with two outside bets, increased his back-

ing of the Southern mare to \$30,000. Subsequently the distance was changed from four to three-mile heats. The match was arranged for October 31, 1825, on the Long Island Union Course, and aroused an enthusiasm and sectional rivalry which was not surpassed by that which had been displayed in the previous contest between Eclipse and Henry.

The attendance upon the Union Course upon the day of the race was almost equal in numbers to that which characterized the earlier meeting between the great champions of the North and the South. Betting was heavy and some individuals had from \$7,000 to \$15,000 at stake. Ariel had been trained by Samuel Laird, and, in place of Black Harry, who had ridden her previously, Madison Laird had the mount. Flirtilla, who was five years old, had been trained under the personal supervision of Colonel William R. Johnson, who had full command on the day of the race. She was ridden by Bob Wooden. Ariel was not in the best condition and experts in horseflesh had doubts about her being able to defeat her opponent. Flirtilla, on the contrary, was fit to run for a man's life. In the first heat Ariel led off, with Flirtilla close behind, and the first mile was run in the slow time of 2 minutes, 12 seconds. At that point the bay mare took the lead and kept it until about the close of the third mile, when the gray filly again challenged her and passed to the head, keeping up a rapid pace to the end of the race, coming in three or four lengths ahead. The last two miles were run in 3 minutes, 47 seconds, and the heat in 5 minutes, 39 seconds. In the second heat Flirtilla challenged at the start, passed ahead, and kept up a telling pace. Ariel followed, but kept steadily dropping farther and farther behind. These relative positions were maintained until within a few rods of the winning post, when suddenly Flirtilla became sulky and came almost to a full stop, allowing Ariel so nearly to overtake her that she won the heat only six inches ahead of Ariel, in 5 minutes, 54½ seconds. The third heat was a procession for Flirtilla from start to finish, the filly being dead beat in the second round and full one hundred yards in the rear at the finish, the heat being run in 5 minutes, 54 seconds. The outcome of the race afforded intense satisfaction to the Southern sportsmen, who felt that the honor of their section was retrieved and that they were thus in a measure compensated for the defeat of Henry.

Another great contest in which Ariel figured, was in the race for the Jockey Club Purse, upon the course at Poughkeepsie, N. Y., in June, 1829, when she defeated Betsey Ransom. Since the contest between Eclipse and Henry, in 1823, no race at the North had excited more interest than this later event. Both horses were in good condition. When they started on the first of the four-mile heats, Betsey Ransom went off in the lead at a

moderate pace, but after half of the heat had been completed, struck a killing pace and won the heat in 7 minutes, 52 seconds, the last two miles being covered in 3 minutes, 52 seconds. In the second heat, Betsey Ransom again took the lead and kept it until the fourth mile was entered upon, when Ariel came close up and from that time on entered upon a desperate and determined struggle for supremacy. In the last quarter Ariel was about half a length ahead, but came under the wire a winner by only half a neck in 8 minutes, 1 second. The third and last heat was a repetition of the one which had preceded it, Betsey Ransom leading off, with Ariel following for something more than three miles, and then taking and keeping the lead by two or three lengths to the winning post. The time of the third heat is not recorded.

Nearly a decade after Eclipse met and vanquished Henry, and carried the colors of the North above those of the South, Black Maria ran her most memorable race over the Union Course. The event was for the Jockey Club Purse of \$600, four-mile heats, and was set down for October 13, 1832. Four horses started, Mr. John C. Stevens' Black Maria, by Eclipse out of Lady Lightfoot, six years old; Dr. E. A. D'Arcy's chestnut mare Lady Relief, by Eclipse out of Maria Slamerkin; Mr. John C. Craig's chestnut filly Trifle, by Sir Charles, dam by Cicero, four years old; and Messrs. Bela Badger and John C. Tillotson's brown filly Slim, by Flying Childers out of Molley Longlegs by Harwood, four years old. Upon the day of the event, Trifle was the favorite among the betters as well as among the spectators, and small odds were offered on her against the field. Bets were freely offered that Black Maria would not take a single heat. Everybody seemed to have the idea that the Southern mare would, as a matter of course, win, because the prejudice in favor of racers foaled south of Mason and Dixon's line was still a very potent quantity among horsemen of that period. Trifle was a perfect appearing race horse of a bright chestnut, not over fourteen hands and a half high, of just proportions, undoubted bottom and considerable power. Lady Relief and Slim were unknown quantities, but there were good reports concerning their abilities.

When the first heat opened the four horses went off well together, with Relief at the head, Slim second, Trifle third and Black Maria last. At first it was a waiting race, but at the beginning of the third mile Black Maria was in the lead, followed close by Trifle, with the other two far in the rear. During the fourth mile Trifle headed Black Maria, but in the last quarter the latter came up, shot by like an arrow and won the heat with ease. The time of the heat was 8 minutes, 6 seconds. Black Maria still had few genuine supporters, notwithstanding her success in this heat, and Trifle continued the

favorite, with the others pretty well out of the running in public estimation. The most confidence was expressed in Lady Relief, who seemed to be in fairly good condition. The second heat was run severely from start to finish, Lady Relief taking the lead, with Trifle and Black Maria bringing up the rear. At the end of the first mile the positions were changed, with Black Maria leading Trifle, while Slim, at the end of the third mile, gave up and quietly walked off of the course. The two leaders kept at each other's throatlatch down the last stretch and passed the judges' stand together, making a dead heat in 7 minutes, 55 seconds.

The third heat, to the surprise of everybody, belonged to Lady Relief, after the third mile. She kept the track in spite of her opponents until on the last quarter stretch, when Trifle shot by and won in 8 minutes, 13 seconds. The three horses began the fourth heat full of spirit, with Lady Relief at the head, followed by Trifle and then Black Maria. At the end of three miles and a half Black Maria closed up on the heels of the daughter of Eclipse, but was unable to pass her, and Lady Relief won the heat by a neck in 8 minutes, 39 seconds. So it was a twenty mile race after all, and in the fifth heat they started with Lady Relief ahead and Trifle and Black Maria in order as before. Entering upon the fourth mile Black Maria pushed up with a stride that counted terribly upon Lady Relief, led around the turn and thundered up by the judges' stand, hard in hand, untouched by whip or spur, winning the heat in 8 minutes, 47 seconds, and carrying off the purse. This race was the more phenomenal from the fact that the track was heavy and yet twenty miles were run. It was a terrible strain upon the horses, however. For months Black Maria was in a bad condition and did not come out again until the following May. Trifle was crippled and laid up for a year. Lady Relief died within a few weeks from the effects of a cold and of exhaustion. Particular interest attached to Black Maria and her career, inasmuch as her pedigree combined the blood of American Eclipse, with that of his antagonist, Sir Henry.

Another race of importance on the Union Course was the North against the South, a post-match, four-mile heats for \$5,000 a side, half forfeit, May 31, 1836, the North to name at the post any horse raised north of Maryland, and the South, in like manner, any horse raised south of the Potomac. Colonel William R. Johnson, of Virginia, named Colonel John Crowell's chestnut horse, John Bascombe, by Bertrand, dam Pacolet, five years old. Mr. Robert Tillotson, of New York, named the chestnut horse, Post Boy, by Sir Henry out of Garland, by Duroc, five years old. Bascombe took the track the first heat, and was never headed. He had the foot of Post Boy and the only fear was his endurance. Post Boy collared him as they passed the gate on the third mile,

which was run in 1 minute, 54 seconds, but Bascombe kept the lead, and finally won the heat, with something to spare, in hand, in 7 minutes, 49 seconds, Post Boy pulling up within the distance pole; rather a fast heat over a heavy course. The second heat was a repetition of the first, except that after the first mile, in 2 minutes, Post Boy went up to Bascombe and lead him by a throat-latch, the pace mending at once. The horses ran locked throughout the second and third miles, and so continued until half round the fourth mile, when Post Boy drew out a head and neck, and so maintained his lead to the dangerous north corner, when they came round the last turn, at a slashing rate, a dead lock. The jockey on Bascombe gave him a push that sent the phenomenon from Alabama past the winning-post a clear length ahead, amid enthusiastic cheers, that made the welkin ring for miles. The time was 7 minutes, 51½ seconds, and would have been better by four or five seconds had the course been in perfect order. Ineffectual attempts were made for another match race between John Bascombe and Post Boy, but Colonel Crowell would not allow his horse to run.

The next important event in this era was the great race won by Colonel Emery's Lady Clifden, of Maryland, at the Union Course, considered at the time, under all circumstances, the best race ever run in America, by great odds. In the following order these horses appeared at the post, November 3, 1837: Mr. J. C. Stevens' Fanny Wyatt, four years old, by Sir Charles, dam by Sir Hal; Colonel Wynn's Picton, three years old, by imported Luzborough, dam by Sir Archy; Colonel Selden's Lady Clifden, four years old, by Sussex, dam by Ratray; General Irvine's Mingo, six years old, by Eclipse, dam by Rattler. Mingo and Fanny Wyatt were about equal favorites and then Lady Clifden.

In the first heat Picton led throughout, closely pushed at times by Mingo, the best son of the Northern champion running second at the end of the third mile, about a length behind, until Fanny, at the north turn, passed him, and made severe play with the footy colt. Finding the colt was not to be headed Fanny pulled up and Mingo passed, coming in second with Fanny third. After two and a half miles of the heat, Lady Clifden fell back, resigning her chance and at the finish just dropped within the distance stand. Picton won the heat in 7 minutes, 44 seconds. In the second heat Picton led as before, closely pushed by Mingo, until during the third mile Mingo's age and bottom told, and he obtained the lead. Lady Clifden passed him on the turn, after a severe struggle and headed the field. Fanny passed Picton and Mingo and went up to the Lady, the latter leading a length in the clear, and winning the heat in 7 minutes, 43½ seconds. In the third heat they got off well together, Lady Clifden leading, Mingo second, a beaten

horse, and Picton third. Fanny, after passing the distance stand, gradually crept up, and at the winning post saddle-lapped her conqueror. Lady Clifden won this heat in 7 minutes, 56½ seconds.

Colonel William R. Johnson had the management of the winner throughout the race and never was his judgment, experience and tact so signally displayed. At that time he had in the same stable the renowned Atalanta and Boston. From this time forward, meeting after meeting, there was one constant, continued succession of good, nay, great horses, on the turf, from Long Island to New Orleans. These were combats of the giants, all the rest child's play. Mingo was a magnificent horse, quite equal to Bascombe and Post Boy; one that never had half a fair chance, a good winner and a good performer. Clarion, also of the North, by Monmouth Eclipse, dam by Oscar, was as beautiful and gallant a horse as man need look upon.

Another famous race on the Union Course was that between Boston and Fashion on May 10, 1842. This was also a sectional contest between horses of the South and the North, for \$20,000 a side, and was marked by all the dramatic enthusiasm that characterized other meetings of its kind. Boston, the Southern representative upon this occasion, has a further interest for the modern lover of thoroughbreds as the sire of the immortal Lexington, and consequently ancestor of many of the crack performers of later times. The race was in four-mile heats and the contest drew another enormous crowd, estimated at seventy thousand people. The grand stand was crowded with a large array of those distinguished in political, social and sporting life, and for more than a quarter of a mile, on both sides of the course, spectators were packed in solid phalanxes. Intense interest prevailed as the heats were run. The race was described by Mr. W. T. Porter, the celebrated turf writer, "as most thrilling and exciting and as throwing in the shade the most celebrated of those wonderful achievements which have conferred so much distinction upon the high-mettled racer of America." Although the course was deemed not quite so well adapted for speed as on some other occasions, Boston's trainer, Arthur Taylor, thought he required more seasoning to make a bruising race. On the other hand, Fashion was brought to the post in condition to run for a man's life. She was admirably trained and faultlessly managed in the race.

At the start, in the first heat, Boston went off with the lead at a rattling pace. Fashion was two lengths behind to the end of the mile, run in 1 minute, 53 seconds, but soon after made play and the pace improved. Boston led throughout the second mile, run in 1 minute, 50½ seconds, the two miles in 3 minutes, 43½ seconds, and again through the third mile, run in 1 minute, 54 seconds, the three miles in 5 minutes, 37½ seconds. Early in the

fourth mile, under whip and spur, Fashion passed Boston at a flight of speed rarely equaled. The cheers sent from the throats of thousands might be heard for miles. But Boston gave her no respite. He lapped her down the back stretch for three hundred yards. Here Gilpatrick took a strong and bracing pull on him, and when he again let him out unfortunately pulled him inside so near the fence that the horse struck his hip against a post hard enough to jar him very much and was observed to falter. He soon recovered, and though, at this moment, Fashion led him nearly three lengths, he gradually closed the gap around the turn to within a few feet and nearly caught her at the distance stands. One shouted "Boston's on you," but, under the whip, Fashion responded and came in about a length ahead, apparently something in hand to spare, closing the heat in 7 minutes, 32½ seconds, the fastest, by all odds, ever run in America. The Boston party had expected to win in 7 minutes, 34 seconds, if put up to that. Had they offered to beat the time of Eclipse and Henry, 3 to 1 would have been laid against it. For the first two miles Boston, in the opinion of many shrewd judges, had the foot of the mare, and it was thought, had he trailed her, the result of the first heat might have been different.

For the second heat, the horses, having recovered in a few minutes, came to the post again comparatively fresh, Fashion led off with a moderate stroke. Boston occasionally lapped her during the two first miles, and during the third mile succeeded in taking the track. The scene which ensued was indescribable. Such cheering, such betting, and so many long faces were never seen or heard of before. This took the life out of Boston. Instead of pulling him steadily and refreshing him with a slight respite, Gilpatrick kept him at his work after he took the track and ran the third mile in 1 minute, 51½ seconds. The pace was tremendous. Fashion rallied and, as Boston had not another run left in him, she passed him opposite the quarter-mile post and the thing was out. She now gradually dropped him and, without another effort on his part to retrieve the fortunes of the day, she came home a gallant and easy winner in 7 minutes, 45 seconds. Boston pulled up inside of the distance stand. It was afterward ascertained that his feet were sore from a recent and too long deferred sweat that Colonel Johnson considered necessary on his arrival at the course only a few days before the race. Although Mr. Taylor, the trainer, was of the same opinion as to its necessity, he would not assume the responsibility of it, as Colonel Johnson had been daily expected for more than a week. This circumstance is supposed to have decided the result. This match race prepared Boston for the race three days thereafter, when, in three heats of four miles, he beat Mariner, 8 minutes, 13 seconds, 7 minutes, 46 seconds and 7 minutes, 58 seconds. One historian of

the day, commenting upon the affair, said "though beaten, it is conceded on all hands that Boston has acquired a more vast renown by this wonderful race than by his thirty-five previous victories combined. He is worth more since than he was before the match." In the sporting world the result of the contest was sentimentally put in this way, "All that can be said is that Boston has beaten himself and Fashion has beaten Boston."

A strong rivalry sprang up between Kentucky and Tennessee early in the history of the American turf. Matches between horses representing their respective States were of frequent occurrence and stirred the enthusiasm and patriotism of the people to an extreme point. The most famous contest of this character was, perhaps, the great race between Wagner and Grey Eagle at Louisville, Ky., in the autumn of 1839. Wagner, who was then a five-year old, carried the honor of Tennessee and Grey Eagle, a four-year old, stood for Kentucky. The race took place on September 30, the nominations having closed on the first of January preceding the event, so that the impending contest had been the subject of discussion for fully nine months. The stake, which was for all ages, four-mile heats, closed with ten subscribers at \$2,000 each, half forfeit. Only four of the nominations started, Wagner, Grey Eagle, Queen Mary and Hawk Eye.

Upon the day of the race the most brilliant assembly that had ever been seen upon such an occasion gathered on the course at Louisville. Ladies and gentlemen, not only from Kentucky and Tennessee, but even from more distant parts of the North and South, were present in large numbers, and by their attendance added to the brilliancy of the affair. A chronicler of the period says, "the number of ladies in attendance was estimated at eight hundred, while nearly two thousand horsemen were assembled on the field. The stands, the fences, the trees, the tops of carriages and every eminence overlooking the course were crowded; probably not less than ten thousand persons composed the assembly, comprising not only several distinguished Senators, and nearly the entire Kentucky delegation in Congress, with their families, but all the élite of the beauty and fashion of the State." Henry Clay and John Jay Crittenden, the two United States Senators from Kentucky, were there with ex-Senator Porter, of Louisiana, and with them Governor Poindexter, General Atkinson, Major Stewart, General Hardin, Judges Rowan and Woolly and other distinguished citizens, principally of the South, with representatives from Ohio and other Northern and Western States.

From the day the stake closed betting had gone on spiritedly with Wagner always the favorite. From New York to New Orleans, for many months, odds were

freely offered on Wagner against the field, but the State loyalty of the Kentuckians never wavered for a single moment. They backed Grey Eagle magnificently for the first heat and even for the race, and it is said that not a Kentuckian on the ground put a dollar on Wagner, even after their favorite had lost the first heat. The race was another of those old-time four-mile heat contests, and the first two heats were won and the event settled by Wagner, who came in a neck ahead. The time of the heats was 7 minutes, 48 seconds, and 7 minutes, 44 seconds. The finish, which was one of the most sensational in the history of the American turf, was thus described by the late Mr. William T. Porter, the brilliant turf writer of that period:

"From the Oakland House home it was a terrible race. By the most extraordinary exertions Wagner got up neck and neck with the gallant grey as they swung round the turn into the quarter stretch. The feelings of the assembled thousands were wrought up to a pitch absolutely painful. Silence the most profound reigned over that vast assembly as these noble animals sped on as if life and death called forth their utmost energies. Both jockeys had their whip hands at work, and at every stroke each spur, with a desperate stab, was buried to the rowel head. Grey Eagle for the first hundred yards was clearly gaining, but in another instant Wagner was even with him. Both were out and doing their best. It was anybody's race yet; now Wagner, now Grey Eagle has the advantage. 'It will be a dead heat!' 'See, Grey Eagle's got him!' 'No, Wagner's ahead!' A moment ensues—the people shout—hearts throb—ladies faint—a thrill of emotion—and the race is over. Wagner wins by a neck in 7 minutes, 44 seconds, the best race ever run south of the Potomac; while Kentucky's gallant champion demonstrates his claim to that proud title by a performance which throws into the shade the most brilliant ever made in his native State."

Discussion over the relative merits of the two horses was intensified rather than quieted by this performance. Everybody agreed that Wagner was better managed and better ridden than Grey Eagle, and the friends of the latter horse based their dissatisfaction with the result upon the firm belief that their favorite's defeat was alone attributable to the bad riding of his jockey. One turf authority of the period wrote: "What might have been the result of the race we cannot pretend to say, but we assert with perfect confidence, our belief that with Gilpatrick on his back, Grey Eagle would have won the second heat. . . . The two horses were so nearly matched that good generalship and good riding did the business." It was not in the nature of things that the matter should be allowed to rest where it was. The Southern blood was up, and under the cir-

cumstances a second race between the great champions became inevitable. Backers of both horses set on foot measures to have another test at the same meeting. The match was really forced by the admirers of Grey Eagle, but unprejudiced outsiders looked upon the affair with grave doubts, for it was generally considered that neither horse was in a physical condition that warranted subjecting him to another severe strain upon his prowess so shortly after the other.

On October 5, the Saturday following the Monday on which the first race had taken place, the second one was run upon the same course for the Jockey Club purse of \$1,500, conditions as before, four-mile heats. In addition to Wagner and Grey Eagle, Captain Willa Viley's four-year old brown filly, Emily Johnson, own sister to Singleton, by Bertrand out of Black-Eyed Susan by Tiger, was entered. Cato, who had piloted Wagner to his previous victory, again had the mount, and Stephen Welch, despite his failing with Grey Eagle five days before, again rode that horse, as no substitute could be found for him. The antepost betting was all in Wagner's favor, at 2 and 3 to 1, even the friends of Grey Eagle regretfully conceding that another severe race within a week might be too much for him. When it was announced that a second four-mile contest between these two champions was on the card, an immense crowd of spectators gathered to witness the affair, for the entire country, for fifty or seventy-five miles about Louisville, turned out almost as one man, while many visitors came from Cincinnati and other distant points. As before, on the day of the race, the ladies constituted a considerable proportion of the spectators.

When the word was given Wagner went off in the lead with Emily second and Grey Eagle last, but at the first half mile post the three were lapped. Then Grey Eagle drew out a little, but up the stretch Wagner came again in front, Grey Eagle, however, soon leading again and coming to the stand by half a length, being about two lengths ahead at the end of the fourth mile. In spite of a brilliant rally by his opponent, he increased the distance and when, after Wagner had declined, Emily Johnson challenged him, he was still kept to the head. He could not now be overtaken and came home a gallant winner by nearly a length, Emily Johnson taking the second place and Wagner being third. The first mile was run in 2 minutes, 5 seconds, the second in 1 minute, 55 seconds, the third in 1 minute, 56 seconds, and the fourth in 1 minute, 55 seconds, making the time for the heat 7 minutes, 51 seconds.

Supporters of Grey Eagle now felt as much elated as they had heretofore been depressed. Kentucky was still a unit in support of its champion and the odds changed from 2 and 3 to 1 in favor of Wagner, until Grey Eagle had the call at 4 to 3, many large sums of

money being staked. In the second heat the pace at the start was little better than a hand gallop for the first half mile, with Wagner in the lead. The Kentucky horse soon locked his rival from Louisiana, and they made the first mile neck and neck in 2 minutes, 8 seconds. Immediately after passing the stand Grey Eagle went to the front, but at the end of the second mile, which was run in 1 minute, 52 seconds, the champions were again neck and neck. At the end of the third mile, in 1 minute, 55 seconds, Wagner had his head and neck in front and for the last mile there was one of the fiercest struggles that had ever been seen upon the Southern turf, at the end of which Wagner came through a winner by a neck, having run the last mile in 1 minute, 48 seconds, and the heat in 7 minutes, 43 seconds. It was said "that for an untried four-year old Grey Eagle's performance was without a parallel in the annals of the American turf," and although defeated, he had covered himself with glory. In the final spurt for the finish, Emily Johnson was quite lost sight of and did not even save her distance. The third heat was a catastrophe, as the beautiful grey horse broke down soon after passing the half mile post in the second mile, Wagner winning the heat; but no time was kept.

Perhaps few events connected with the turf about the middle of the century attracted more attention, or were productive of more animated discussion among horsemen and other frequenters of the race course than the struggle for supremacy between those two great half brothers, Lexington and Lecomte, and the wonderful performances of the latter in reducing the record that then stood for four-mile heats. The first great race between these splendid thoroughbreds came off in April, 1854, for the great State Post Stakes on the Metairie Course, in New Orleans, four-mile heat for all ages. The subscription to the stake was \$5,000, representatives of the States of Louisiana, Alabama, Kentucky and Mississippi being the subscribers. The Kentucky horsemen named Lexington, Lecomte represented the State of Mississippi, while Alabama was represented by Highlander and Louisiana by Arrow. Interest in the event was at fever heat and many of the most distinguished gentlemen of the period, among them ex-President Millard Fillmore, occupied seats in the judges' and the grand stand. It was thought by the shrewdest turfites of the time that the breeding of the swift-footed Lecomte promised better results than that of his white-legged and white-nosed half brother. In this expectation, however, they were grievously mistaken, for the son of Alice Carneal won in two straight heats, distancing Highlander and Arrow and leaving Lecomte not a very good second, the time being 8 minutes, 8¾ seconds, and 8 minutes, 4 seconds.

Of course the supporters of Lecomte were not at all satisfied with this result and were still willing to pin faith

upon their horse. Accordingly a week later, on the eighth day of the month, the two rivals again came together on the same course for the Jockey Club Purse of \$2,000, the chestnut gelding Reube, by imported Trustee out of Minstrel by Medoc, also contending for the honors. This was really the first great contest between the two future champions and the event called out a great attendance upon the race course, more than ten thousand people being present. The ladies made a goodly show on the stands reserved for them, and were not at all averse to betting upon their favorite Lexington. The race was intensely exciting. As one of the newspaper reports put it, "since the great race of Fashion, on Long Island, in 1842, and George Martin's 7 minutes, 33 seconds, and 7 minutes, 43 seconds, in New Orleans, in 1843, there had been nothing like it; and in all its incidents from the start to the victory, it will always be remembered as pre-eminently the greatest four-mile race on record." Betting was extremely heavy, Lexington being the favorite, first at even money against the field, and afterward 100 to 80 against the field, and 100 to 60 against Lecomte.

The result of the race was a great surprise, nobody having calculated upon or anticipated the great victory that Lecomte was able to achieve. Reube cut no figure in the running, although in the first heat he made by far the best time he had ever made in his life; but he was wholly outclassed, barely escaping being distanced in the first heat, while in the second he was not even able to escape being caught behind the red flag. Lecomte led off in the first heat and kept his position throughout the four miles, although Lexington several times made a brush and partly closed the gap. At no time, however, was he able to outfoot his rival, and Lecomte won by six lengths, in much the quickest time ever made in the world, 7 minutes, 26 seconds. Betting now changed with Lecomte the favorite, 100 to 40 against the field. Lexington led the way from the score for nearly two miles in the second heat, maintaining a distance of about two lengths. Upon entering the third mile, Lecomte overhauled and passed him, and throughout this mile there was a constant struggle between the two, with Lecomte slightly in the lead. Holding this lead throughout the next mile he came home a winner by four lengths, in 7 minutes, 38¾ seconds, and was proudly hailed "as the best race horse ever produced on the turf." The respective miles of each heat were run in 1 minute, 53 seconds, 1 minute, 54 seconds, 1 minute, 49½ seconds, and 1 minute, 49½ seconds for the first heat, and 2 minutes, 2 seconds, 1 minute, 58 seconds, 1 minute, 46 seconds, and 1 minute, 52¾ seconds for the second heat.

Now the dissatisfaction rested on the shoulders of the backers of Lexington, and another test of the respective

merits of the two horses was proposed. Upon the refusal of the owners of Lecomte to make a third match, Mr. Richard Ten Broeck, Lexington's owner, determined to settle the question in another way, by running his stallion over the Metairie Course against time. He claimed that when he was defeated by Lecomte, the stallion was not in good condition and was badly ridden, and was confident that he would be successful in another trial. He issued a challenge for Lexington to run a single four miles against the fastest time at that distance on record in America for the sum of \$20,000, or to run him against any named horse, a race of four-mile heats. As an alternative proposition, he offered to run Lexington over the Union Course, on Long Island, in October of the same year, on a wager of \$25,000 against \$20,000. After a long controversy between Mr. Ten Broeck and Colonel T. J. Wells, who was then the owner of Lecomte, two distinguished Virginia horsemen, Colonel Calvin Green and Captain John Belcher, accepted the challenge to run Lexington against time.

The trial came off April 2, 1855, in the presence of an immense concourse of people. The track was in excellent order, the horses in fine condition and the weather conditions perfect, the day being one of the loveliest of the season. The judges for this historic occasion were General Stephen M. Westmore, who represented the Virginia turfmen, who were backing time, Mr. Arnold Harris to represent Mr. Ten Broeck and Mr. John G. Cocks, president of the Metairie Jockey Club. The timers were the Honorable Duncan F. Kenner, Captain William J. Minor and Mr. Stephen D. Elliott. The betting was heavy and Lexington was a strong favorite at 100 to 75 against time and a few takers at that figure. The celebrated Gilpatrick had the mount, and started in at a hot pace, making the first mile in 1 minute, 47 $\frac{1}{4}$ seconds. The second mile was made in 1 minute, 52 $\frac{1}{4}$ seconds, the third mile in 1 minute, 51 $\frac{1}{2}$ seconds and the fourth mile in 1 minute, 48 $\frac{3}{4}$ seconds, the entire four miles in 7 minutes, 19 $\frac{3}{4}$ seconds, carrying 103 pounds. This knocked off 6 $\frac{1}{4}$ seconds from the great feat of Lecomte in the earlier race, and it remained the world record for a single four-mile brush until twenty years later when it was lowered by Ten Broeck and Fellowcraft. And yet, great as was the triumph of Lexington, many who witnessed the race were confident that had it been necessary, he could have finished the four miles in at least 10 seconds less time.

Again, in April, 1855, the giants met in a third fierce struggle. By this time the entire country had become excited over the rivalry between the two, and there was a general consensus of opinion that the respective merits of the horses must be again put to the test. The owners and backers of Lexington were confident of his prowess, while those who spoke for Lecomte declared that his 7

minutes, 26 seconds was better than Lexington's 7 minutes, 19 $\frac{3}{4}$ seconds, from the fact that the latter had all the advantage of running alone and choosing the close side of the track and having a long start, so that he received the word "go" at full speed. Arrangements were made for the running of the two horses on April 24, over the Metairie Course, for a Jockey Club purse of \$1,000, with an inside stake of \$2,500 each. Lexington was the general favorite of the public, and stood in the betting at 100 to 80. Gilpatrick bestrode Lexington and the negro jockey of General Wells was in the saddle of Lecomte. When the signal to start the first heat was given, the two horses went up the quarter stretch neck by neck. Lexington, slowly drawing ahead, flew by the stand at the end of the first mile, three-quarters of a length in the lead, in 1 minute, 49 $\frac{1}{2}$ seconds. About the middle of the second mile, the son of Reel made a desperate effort and laid himself alongside his rival, nose by nose, but was able to hold this advantage only a few seconds, for Lexington drew himself a clear length in the lead at the close of the second mile, which was run in 1 minute, 51 seconds. Throughout the third mile Lexington was not headed at all, and covered the distance in 1 minute, 51 seconds, and made the last mile in 1 minute, 52 $\frac{1}{4}$ seconds, going with a spirit as if he had just begun to run, while Lecomte, only by a desperate rally, escaped by a few lengths the humiliation of being distanced. The time of the heat was 7 minutes, 23 $\frac{3}{4}$ seconds, unprecedented as being the fastest heat that was ever made in a match. When the time arrived for starting the second heat the owner of Lecomte withdrew his horse while the purse and the laurels were awarded to the Kentucky champion.

The last great match between the North and South was run May 13, 1845, four-mile heats, for \$10,000 a side, between Mr. Kirkland's Peytona, a five-year old by imported Glencoe, dam by imported Leviathan, representing the South, and Mr. W. H. Gibbons' Fashion, eight years old, standing for the North. The course was extremely hard under a thick layer of dust, after a long drouth, and was not as well adapted for speed as on some former occasions. In the first heat Peytona outfooted Fashion from the stand and kept the lead throughout by about two lengths, winning well in hand in 7 minutes, 39 $\frac{3}{4}$ seconds. In the second heat Peytona again trailed Fashion and won cleverly by half a length in 7 minutes, 45 $\frac{1}{4}$ seconds. The winner, who was bred in Alabama, was in all respects an extraordinary mare, fully 16 hands, 3 inches in height, with a stride that was said to cover 27 feet. No better pedigree than hers for eight generations back to Tasker's Selima then existed. Her sire, Glencoe, her dam by imported Leviathan, her grandam by Sir Archy, and their ancestors back to imported Othello, Selima and Godolphin

Arabian constituted the very aristocracy of equine blood.

Among other notable turf events of the decade or more just preceding the Civil War, the exploits of Charleston, Sue Washington, Dallas, Kate Hunter, Don Juan, Marksman, Birdcatcher and others merit something more than mere passing attention. Of first rank among these, perhaps, may be named the achievement of Charleston on the Chattahooche Course at Columbus, Ga., in March, 1857. The race was a colt stakes for three-year olds. Three horses came to the post, Charleston by imported Sovereign; Don Juan by imported Glencoe, dam Darkness by Wagner, and Birdcatcher by Oliver, a son of Wagner, dam by American Eclipse. The first heat was won by Charleston lapped the entire mile by Don Juan, the time being 1 minute, 46 seconds. In the second heat the three horses closed into a cluster about the termination of the first quarter, after a bad start on the part of Charleston, and ran to the head of the stretch, when Charleston increased the rate of going, which ended in a dead heat between Charleston and Don Juan, with Birdcatcher a good third, time 1 minute, 46 seconds. In the third heat Don Juan got off well ahead, with Birdcatcher second and Charleston in the rear, in which order they came home, Don Juan winning the heat in 1 minute, 48½ seconds. In the fourth heat Don Juan led off, with Birdcatcher and Charleston following, but Charleston moved up and took the lead some six hundred yards from home, winning the heat and race with apparent ease, time 1 minute, 47½ seconds. This was said then to have been the best race ever run at mile heats by three-year olds in the United States.

Charleston belonged to the stable of Messrs. Puryear & Watson, Colonel David McDaniel owned Don Juan and Mr. H. E. Barton owned Birdcatcher. Adding the time of the successive heats together, it will be seen that they make an aggregate of only 7 minutes, 8 seconds for four miles, which is 11¾ seconds less than the wonderful time made by Lexington in his great exploit on the Metairie Course in New Orleans in 1855. But four days later at this same meeting Charleston was beaten by Sue Washington and Frankfort for the Post Stakes, four-mile heats, winning only the first heat in 7 minutes and 39 seconds. Another record breaking feat of the early period of the American turf were Charleston's fourth heat in 1 minute, 46 seconds over the Washington Course, Charleston, S. C., the first three heats having been run respectively in 1 minute, 49¾ seconds; 1 minute, 47½ seconds and 1 minute, 50 seconds. Charleston beat Nicholas I. and Ada Tevis over the same course, 2-mile heats, in 3 minutes, 43¾ seconds; 3 minutes, 39½ seconds and 3 minutes, 44 seconds. Again on the same course he beat a Darkness colt in 3 minutes, 40½ seconds and 3 minutes, 43 seconds.

Another great four-mile race, which, in many respects, was one of the most exciting ever run in the South, was over the Chattahooche Course, at Columbus, Ga., in April, 1857. The entries were Messrs. Campbell and Barton's Lizzie McDonald, formerly Sue Washington, Mr. Thomas Puryear's Charleston, and Colonel David McDaniel's Frankfort. Before the hour of starting, Charleston was a favorite over Lizzie McDonald, it being reported that the latter had made a bad trial run. The betting was about even between Charleston and the field, the latter, however, being slightly the favorite. In the first heat Lizzie McDonald had the track, with Charleston second, and Frankfort outside. At the close of the first mile Charleston took the track, and from that time led on the line, coming home the winner in 7 minutes and 39 seconds, Frankfort just dropping in to save his distance. As the track was in a very heavy state from the rain of the previous day, this was regarded as one of the best heats ever run in America. In the second heat Charleston had the track and kept it throughout until on the home stretch Frankfort dashed in ahead in lightning speed, leading Charleston by a head, who was a neck before Lizzie McDonald. The time was 7 minutes, 40 seconds. Lizzie McDonald won the third heat in 8 minutes, the last two miles being run in 3 minutes, 47 seconds. Charleston was drawn before the fourth heat was entered upon, and Lizzie McDonald easily took the heat in 8 minutes and 15½ seconds, thus winning the race. It is not a pleasant fact to recall that Frankfort ran himself to death on this occasion, expiring on the evening of the race. Charleston also suffered considerably from his efforts, but it is said of Lizzie McDonald that "next day she appeared as fine as silk and as playful as a kitten."

Three cracks of their day, Charleston, Nicholas I. and Engineer, were entered to meet in a fierce struggle on the Fashion Course on Long Island, September 29, 1857. The event had been looked forward to with deep interest by turfmen and the public generally. The great reputation of the three horses, and the renown of their sires, encouraged expectation of a notable trial of endurance and speed. Previous to the day of the race, Nicholas I. had the favor in the betting, at 1,000 to 900, against both his rivals, and 1,000 to 600 against Charleston, while \$500 even was offered between Charleston and Engineer. The stake was for \$5,000. An immense crowd of spectators witnessed the event. A report of the time says that "every conceivable character of vehicle, from a railway car to a coal cart, was put in requisition to take anxious people to the course, and at half-past two, the time named for the race, the black masses that lined the stands and strewed the field, gave evidence of a larger number of spectators than had ever before been seen upon that ground. Crowds of ladies

graced the scene and displayed a bank of beauty and of fashion that would have honored any occasion."

An unfortunate accident befell the gallant Charleston the day before the race, when he was in prime condition. A stirrup iron struck the tendons of his ankle, so as to cause him to go lame. This made it necessary to draw him from the race, and only Nicholas I. and Engineer started. Nicholas I. was by Glencoe out of Fanny Rhodes by Wagner, and was four years old at the time of this event. His defeat of Sue Washington and Toler over the Fashion Course in the previous June, in 7 minutes, 40 seconds, and 7 minutes, 43 seconds, had given him a prestige which had been added to by his defeat of Sue Washington and Philips over the same course in the same month in 7 minutes, 39 seconds, and 7 minutes, 44½ seconds. He was owned at one time by Mr. Richard Ten Broeck, afterward by Mr. William H. Gibbons, and then by Mr. John R. Hunter. He twice beat the best time of Sir Henry and American Eclipse, and at four years old was regarded as one of the most promising horses that the country had up to that time produced.

Engineer was a five-year old, by Revenue out of Andrewetta, the dam of Bostona and others. He was bred by the Honorable John M. Botts, of Virginia. Andrewetta was sired by the celebrated Andrew out of an Oscar mare of high reputation. She ran several races, and at Raleigh, N. C., in a stake for four-mile heats, distanced the field in 7 minutes, 46 seconds. Engineer, when he appeared against Nicholas I., was the hero of two good races, the first being two-mile heats on the Fashion Course in 3 minutes, 42½ seconds, 3 minutes, 43½ seconds, and 3 minutes, 45½ seconds, and the second being two three-mile heats in 5 minutes, 42½ seconds each. Charleston was by imported Sovereign out of Milwood by imported Monarch out of Fanny, by Eclipse. Both his sire and grandsire were imported by Colonel Wade Hampton, of South Carolina. His dam was bred by Colonel Hampton, and his grandam was run by Colonel Johnson and Colonel Hampton for several campaigns. As a two-year old, Charleston won the South Carolina stakes at the Washington Course in February, 1856, and, in December of the same year, was second to Sue Washington at Columbus, Ga., beating Nicholas I., Dallas and Shocco. After winning the Hutchinson Stakes over the Washington Course in Charleston, four-mile heats, in 1857, he also at the same meeting beat Nicholas I., Ada Tevis, and Doswell's Revenue filly, winning the last two heats in 3 minutes, 39½ seconds, and 3 minutes, 45 seconds. He also had other notable achievements to his record.

With Charleston withdrawn, this race over the Fashion Course between Nicholas I. and Engineer was a foregone conclusion. The famous jockey, Gilpatrick,

rode Nicholas I., and allowed Engineer to lead the way in the first heat, running his horse easy some three lengths behind. Toward the end of the third mile he closed up on Engineer and, passing him on the home stretch, led by the stand into the fourth mile a length ahead. From this time on he trailed his rival until down the home stretch Engineer closed up toward his flank. Nicholas I., however, gradually increased his distance, putting on more speed and passed the stand five or six lengths in advance, winning the heat in 7 minutes, 45 seconds. In the second heat Engineer took the lead as in the first and ran freely with several lengths in hand, being five lengths ahead at the end of the first mile, and two lengths ahead at the end of the second mile. When near the half mile pole on the third mile, Nicholas I. took the lead easily and passed into the fourth mile six lengths ahead, winning the heat in 7 minutes, 47½ seconds.

The crowd which attended the fall meeting on the Fashion Course, in 1858, was said to have been the largest that had ever patronized any racing meeting in the North since that which gathered on the old Union Course to witness the memorable match between Fashion and Peytona. On this later occasion when Nicholas I., Tar River and Sue Washington fought for supremacy, there was an assemblage of some twelve thousand people, very many of whom were ladies. The meeting was especially memorable from the fact that a heat was run, which, in the estimation of many experts, when the difference in favor of the old Union Course and the newer Fashion Course as to fastness was considered, was superior to the great exploit of the famous chestnut mare Fashion years previously. In this great four-mile contest only Nicholas I., Tar River and Lizzie McDonald started, although there were eight nominations. In the betting Nicholas I. stood even with Lizzie McDonald and 100 to 80 against the field, but Tar River also had his backers, and considerable sums were placed on him at 40 to 100 against the field. Gilpatrick rode Tar River, and led off in the first heat with Nicholas I. a length behind and Sue Washington trailing. The race continued in this fashion to the end, Tar River making the running and Nicholas I. and Sue Washington coming up close behind. Tar River won handily in 7 minutes, 50¾ seconds, with Nicholas I. second and the mare third.

In the second heat Nicholas I. took the lead with Tar River thundering upon his haunch and forcing him close throughout the first two miles, with the mare only a length or two behind. The son of Glencoe passed into the third mile flying, with a lead only of a length, and into the fourth mile the same obstinate struggle of the two leaders continued. The mare gave out just as they passed the stand into the fourth mile, but Nicholas came in the winner of the heat by two lengths, with Tar River

second and Sue Washington distanced, in the fast time of 7 minutes, 35 seconds. The third heat belonged to Nicholas I. from start to finish, although several times Tar River gallantly came up close and contended for the lead. Nicholas I. finished two or three lengths ahead, in 7 minutes and 50 seconds. This race was considered the best that had ever taken place over the Fashion Course, and as game a contest as had ever been seen anywhere. Nicholas I., by his achievement, fully established his reputation as one of the foremost race horses in the country at that time.

It was at the May meeting of 1861, on the Woodlawn Course at Louisville, that Molly Jackson ran her memorable three-mile race. This meeting was altogether one of the few brilliant events of that epoch, and the four-year old chestnut filly was the star of the occasion. She started in on the opening day by winning the four-mile race for the Challenge Cup in 7 minutes, 34¾ seconds, in such easy style that it was clear she could have come home some seconds faster if she had been called upon to do it. Another great feat of this meeting was the performance of Idlewild, who ran the second heat of a mile heat race in 1 minute, 44½ seconds, the best time at that distance that had ever been seen in Kentucky. Molly Jackson was by Vandal, out of a dam by Margrave. On this occasion she was pitted against three descendants of the great Boston, Mr. J. S. Hunter's four-year old colt, Sherrod by Lecomte out of Picayune; Mr. John M. Clay's four-year old colt, Colton by Lexington, out of Topaz by Glencoe, and Mr. H. B. Foley's four-year old filly, Bettie Ward by Lexington, out of a dam by Whalebone.

In the betting prior to the race Molly Jackson was the favorite with Colton picked for second place. Three heats were run, the first of which was won easily by the favorite by two lengths, with Colton second, the time being 5 minutes, 35½ seconds, the third mile of the heat being run in 1 minute, 45½ seconds. The second heat was run in 5 minutes, 34¾ seconds, being won by Sherrod, who led the Vandal filly at the finish by half a length. Molly Jackson retrieved herself in the third heat, which she won in the phenomenal time of 5 minutes, 28¾ seconds, with Sherrod second, Bettie Ward third and Colton fourth. The ninth mile of this great race was run in 1 minute, 48¼ seconds, the preceding two miles of the heat being run respectively in 1 minute, 50¾ seconds, and 1 minute, 49¾ seconds. Only once had this time been beaten in a three-mile heat, and that was by Brown Dick, who ran in 5 minutes, 28 seconds, having the advantage of carrying weight as a three-year old. The mile record in this race was only 11¾ seconds more than the present record time for a mile dash, and the time of the third heat is only ¾ of a second more than the

best record time for a three-mile heat made by Norfolk in 1865.

The racing season of 1872 was made particularly memorable by contests between several of the greatest horses of the modern American turf. Particularly the rivalry between Harry Bassett, Longfellow and Monarchist, stirred up the racing public to the highest pitch of excitement. The interest in such events of recent years as the Suburban, Futurity and Brooklyn Handicap may, perhaps, give an idea of that which was felt in those early events a quarter of a century ago, to which we are here referring. No races of less importance, however, have in later years attracted any such general attention on the part of either turfmen or the general public. Harry Bassett, who had then scarcely passed his prime, was considered by many to be the greatest runner of his generation, and he held a high position as a popular favorite among those who knew little more about racing than the names and stories of the winners. Longfellow was still a popular and professional favorite, and Monarchist was looming up as a coming champion, destined to perpetuate the memory and carry the colors of his great sire, Lexington, for many years to come. The partisans of the Leamington blood, represented by Longfellow, and the believers in the virtue of the Lexington stock, represented by Harry Bassett and Monarchist, were especially stirred up by the rivalry between these three great champions, whose merits were everywhere discussed with a fervor that sometimes was dangerously near to acrimony.

The meeting between Longfellow and Bassett in the race for the Monmouth Cup on the second day of the Long Branch meeting, July 2, 1872, was the first of these noted events of that season. It was the first time that Longfellow had met Harry Bassett, and great concern was felt in the affair all over the country. The event was thoroughly well advertised and attracted to Long Branch hundreds of visitors who rarely, if ever before, had seen a race track. When Longfellow was brought from Louisville to Long Branch he had the dignity of a special car which bore on a great placard the announcement, "Longfellow going to Long Branch to meet his friend, Harry Bassett." All along the route of his journey he received the attention that is generally accorded to a dignitary on his travels, and few people who read the newspapers were allowed to remain in ignorance of the forthcoming event.

Not less than thirty thousand people were present upon the day set apart for the Monmouth Cup race, and in this vast concourse speculation was pretty evenly divided regarding the relative merits of the two champions. If anything, however, Longfellow was the favorite. This arose somewhat from the effect of the recent brilliant victories of his near kinsman and companion,

Lyttleton, and the odds that were originally strongly in favor of Harry Bassett, declined somewhat as the day and hour of the race approached. Still, it was the opinion of the great majority of those who had supported him that it was impossible for him to lose. He came to Long Branch fresh from two victories, in one of which he distanced Metella, his sole opponent, running the last mile of a second two-mile heat in 1 minute, 46 seconds. In a sense this particular cup race partook somewhat of the old-time interstate feature that characterized so many of the early American races, Harry Bassett being the property of Colonel David McDaniel, of Virginia, while Longfellow, owned by Mr. John Harper, carried the colors of Kentucky. Longfellow had never been beaten in a true-run race when he was in condition, his great race with Helmbold at Saratoga being lost because he was entirely unfit. Harry Bassett also had the highest reputation as one of the truest, steadiest and most trustworthy runners ever stripped on the course.

When the horses came out the appearance of both excited admiration and renewed the fondest expectations of the partisans who were backing them. Longfellow, large in stature and length, was in the pink of condition and fit to run for a man's life. It was remarked that few horses are ever brought to the post in better shape than he appeared on that day. On the other hand, Harry Bassett, to all outward appearances, bore no unfavorable comparison with his rival. He looked well, but, as the event proved, was not after all in quite the condition that he should have been in order to insure success. When the signal was given for the start Harry Bassett had a little the best of it and made the running. Longfellow came close behind him with a beautiful sweeping stroke that enabled him to cover the ground with ease and to hold his own. Soon the slight difference between them was closed and, although at the beginning of the first turn Harry Bassett led by a length, they were neck and neck at the end of the first mile, which was run in 1 minute, 44 seconds. From this point on it was Longfellow's race, he gradually increasing the distance, first by a neck and then inch by inch until, at the mile and a half, which was run in 2 minutes, 37¾ seconds, he was a good length and a half ahead. Then Harry Bassett's faint heart showed itself. With his rival leading him he sulked and quit, while Longfellow won in a canter in 4 minutes, 34 seconds, having fully sixty yards to the good. The result was a severe blow to those who had pinned their faith upon the son of Lexington and Canary Bird, but it showed conclusively that, however much speed and endurance Harry Bassett might have, and however much courage he might display when he was leading the field or making the pace, he lost spirit when he was headed and could not be

depended upon to snatch victory from impending defeat.

Only two weeks later Longfellow and Harry Bassett met again, this time at Saratoga, in the race for the Saratoga Cup. The event is of historic interest as being the final appearance of Longfellow upon the turf. The outcome of the race for the Monmouth Cup had stimulated interest in this second meeting of the champions and the attendance was one of the largest that had ever graced the Saratoga Course. When the trumpet sounded for the great performance of the day Harry Bassett first appeared and made a splendid impression, being apparently in perfect condition and in far superior fettle than he had been at Long Branch. The dark brown and mighty son of Leamington was likewise in good condition, and his long, sweeping stride, as he went along the stretch in a preliminary gallop, impressed all who saw him with a full sense of his prowess. The chestnut horse, Defender, was also run, but with no expectation that he would be in at the finish. The odds were heavy on Longfellow and just before the flag fell ran up as high as 1,000 to 250.

All three horses got away at the first effort, Harry Bassett and Longfellow leading off together with Defender behind, the latter horse resolutely maintaining his place throughout the race, but gradually letting in more light between himself and the leaders as the course was covered. When the grand stand was passed at the end of one mile, which was run in 1 minute, 45½ seconds, Harry Bassett was leading, and in another quarter had increased his lead to a length. From that point on it was a struggle of equine giants. First one, and then the other was a nose, a neck, a length ahead, and at the end of two miles, which was run in about 3 minutes, 30 seconds, Longfellow again had Harry Bassett headed. At this point the son of Leamington changed his feet and in a second faltered in his stride, allowing his rival to pass him and to win the race easily in 3 minutes, 59 seconds. When the horses came off the course it was apparent that Longfellow was broken down; in fact, he finished the race on three feet, giving away on the near side forward. The sole of his foot was cut by a broken plate and the tendons were injured so that he could scarcely stand. Although suffering and partly crippled, he was game to the end and ran to the finish with an extraordinary display of force and endurance, being finally beaten only by one short length. He never recovered from this injury and the race course never saw him again.

Harry Bassett now reigned supreme on the turf in the estimation of many individuals, but it remained for his half-brother Monarchist to lower his colors a few months later in the same season. It was at Jerome Park in October in the race for the Maturity Stakes, three miles,

that these two champions first met. Although Monarchist had achieved notable triumphs in his three-year old form, having already won the Mansion House Stakes at Monmouth Park and the Louisiana and Grand Inaugural Post Stakes at New Orleans earlier in the season, there were few who believed him able to come to the front on this occasion. Harry Bassett was a strong favorite; in fact, so far as the betting was concerned Monarchist scarcely had any place at all, the odds being 10 to 1 against him.

At the start Harry Bassett got away in front, but Monarchist quickly closed up and stuck to his rival firmly, so that the first half mile was run almost head by head. Then Harry Bassett drew away by a length, but Monarchist declined to allow him to hold this advantage, contesting inch by inch and finally pushing his head in front at the furlong pole in the last mile, won out by fully three lengths. Again the lack of courage in Harry Bassett was manifest, for he quit when he found that the race was no longer his. Monarchist was, to be sure, in first rate condition, but it was generally believed that Bassett could not have failed winning had he possessed the courage of his competitor. The time of the race was 5 minutes, 34½ seconds, which was slow. But the track was heavy and the turning of the course did not contribute to high speed. An interesting comparison has been made between the time of this race and the time of other three mile races about the same period. Norfolk ran three miles in California in 5 minutes, 27 seconds, carrying 100 pounds, while Monarchist carried 108 pounds; Idlewild, in her famous four-mile race, ran the last three miles in 5 minutes, 27¼ seconds, carrying 117 pounds; Mollie Jackson, in her third and winning heat at Woodlawn as a four-year old, with 101 pounds, made a record of 5 minutes, 28¾ seconds; and at Saratoga, Fleetwing ran three miles in 5 minutes, 31¾ seconds.

A week after the race for the Maturity Stakes Monarchist and Bassett met again at Jerome Park in a purse for all ages, four miles. Three sons of Lexington joined in the fierce rivalry of this occasion—Harry Bassett, Monarchist and King Henry. The interest that might have attached to a contest between horses representing different sires was here absent, but the standing of the two champions and their notable performances heretofore, especially Monarchist's recent Maturity victory, was sufficient to guarantee a profound public attention to any event in which they were engaged. Monarchist again demonstrated his superiority by winning this race in 7 minutes, 33½ seconds, with Bassett second and King Henry a poor third.

Few races in contemporaneous times have excited more general interest than the famous match between Ten Broeck and Mollie McCarthy under the auspices of the

Louisville Jockey Club, July 4, 1878. Ten Broeck had long been regarded as standing at the head of the American turf, and his name upon the card of any event was sure to awaken the greatest enthusiasm. Mollie McCarthy was the champion, of California, and upon the Pacific slope was regarded as quite invincible. The relative merits of the two horses had been under discussion more or less for a long time, and turfmen generally looked forward with eagerness to a test race between them. The California people were particularly urgent in regard to the matter, for they believed, or affected to believe, that their favorite mare could easily lower the colors of the great son of Phaeton. A match was accordingly arranged and the mare was brought on from California.

Upon the day of the match, which was the third day of the extra July meeting of the Louisville Jockey Club, there was an enormous crowd in attendance, estimated to be between twenty-five and thirty thousand people, by far the largest that had ever been upon these grounds. Visitors from all over the country were present, and especially many from the Pacific coast. Kentucky was faithful to its belief in Ten Broeck and backed him heavily, his superb condition strengthening the hopes of those who had placed their faith and their money upon him. Mollie McCarthy did not make as favorable an impression, although she was very handsome in appearance, thoroughly blood-like and with unmistakable signs of quality. The race, as arranged, was for four-mile heats. On the first heat the two horses got away at an even start, the mare inside, and ran evenly to the quarter in 28 seconds. By the time they had passed the half-mile pole the mare was a little ahead and in this position they raced to the stand in 1 minute, 49¾ seconds. To all appearances, at this point, the race belonged to California, for Mollie McCarthy was running beautifully and easily without effort, while Ten Broeck was making heavy work of it.

Throughout the second mile, which was run in 1 minutes 45¼ seconds, the relative position of the two contestants remained practically unchanged, and it was not until they had passed the two-mile and a half post that Ten Broeck drew ahead and led by an open length. At the completion of the third mile he had the lead by fully twenty yards in 5 minutes, 53 seconds. For the next half mile, although the mare was beaten, she struggled gamely on, continuing the proverbial stern chase that is always a long one. Losing ground at every stride, her courage failed her and she gave up the contest. Ten Broeck was able to gallop home leisurely with the mare distanced, the time of the heat being 8 minutes, 19¾ seconds. The time was very slow, for the track was in a bad condition, sticky and stiff with mud from a rain the previous night. Both

horses felt the effect of the hard pace at which they were run, Mollie McCarthy being in a complete state of collapse and Ten Broeck plainly showing the effect of his severe work.

Probably when the world-renowned Lexington achieved his record-breaking feat of four miles in 7 minutes, 19 $\frac{3}{4}$ seconds in 1855, few who were familiar with the turf and knew the possibilities for great accomplishments that lay in the American thoroughbred imagined that the record would stand unchallenged for nearly a generation. There were other great four-milers in those days, and the number was constantly added to of those whose speed and endurance gave promise of their being able to rival the best of those who had preceded them. Nevertheless, nineteen years elapsed before Lexington's record was lowered, although it was many times challenged in regular races, if not in specially arranged matches. Only after the Civil War had passed and the modern American turf was entering upon one of the most brilliant periods of its existence, was another serious attempt made to cut down this record. It is somewhat the more surprising, perhaps, that this should have been entertained at a time when the character of the American thoroughbred and of the events in which he displayed himself were undergoing important and significant change, the day of the staunch old four-miler having nearly passed away, while the reign of the speedy horse for sharp, quick work at short distances had almost exclusively supervened. But that the staunchness of the great heroes of the early race course was in nowise absent from their descendants in consequence of these changes in racing practice was a tenet that was sedulously adhered to by many of the most prominent turfmen, and it was a source of satisfaction to them when the opportunity was presented to have this theory put to test.

Fellowcraft, to whom was set the work of demonstrating the ability of the contemporaneous thoroughbred to hold his own in comparison with the great horses of previous generations, was a son of imported Australian and Aerolite, his dam being by Lexington, out of Florine. In his pedigree he thus combined the excellences of the great horse whose record he now challenged, and who stood unrivaled in the affections of the American public, with that of the new strain which was already being looked upon with much favor, and in certain quarters was regarded as certain to overtop the hitherto unapproachable blood of Lexington, Boston, Sir Archy and Glencoe. Fellowcraft's match against Lexington's time came off at Saratoga in August, 1874, as one of the regular events of the Saratoga meeting, and attracted widespread attention. The success of the great son of Australian in beating the time of his maternal grandsire by $\frac{1}{4}$ of a second, and fixing the record for four miles at

7 minutes, 19 $\frac{1}{2}$ seconds, was regarded then, as it is now, as a wonderful achievement. It was only to be compared with Lecomte's 7 minutes, 26 seconds, Lexington's 7 minutes, 23 $\frac{3}{4}$ seconds and 7 minutes, 19 $\frac{3}{4}$ seconds, and Idlewild's 7 minutes, 26 $\frac{1}{4}$ seconds, in a race on Long Island in 1863 when she beat Jerome Edgar and Dangerous. In Fellowcraft's race Wanderer and Katie Pease were started to compete with him, and ran with such extraordinary speed, bottom and gameness that they both finished close up, even sharing honors with the winner. It was generally conceded that Fellowcraft's two opponents on this occasion fully won for themselves the right to stand in the same class as the greatest four-milers of the American turf.

For two years after the event just recorded, the record of 7 minutes, 19 $\frac{1}{2}$ seconds remained unchallenged. Then the great Ten Broeck took issue with Fellowcraft, and in 1876 was engaged to run for a special purse of \$1,000. The race took place as an extra day event at Louisville in September, 1876. There were two entries. Mr. D. J. Crouse's bay colt Add, four years old, by Revolver, running against Ten Broeck. The betting was on even terms, but the Revolver colt had no place from the moment the start was made. When the signal was given Ten Broeck struck a slow pace, but was leading at the quarter and improving his speed, and made a mile in 1 minute, 52 $\frac{3}{4}$ seconds. In those figures there was little promise of success for a record-breaking result, but the jockey quickened his pace and the horse covered the second mile in 1 minute, 45 $\frac{1}{2}$ seconds, which was as much too fast, perhaps, as the former mile was too slow. Nevertheless, Ten Broeck did not slacken to any great extent, but ran the three miles in 5 minutes, 25 seconds. Add was left a dozen lengths behind when the fourth mile was entered upon, and it was necessary to send another horse on to the course to stimulate Ten Broeck to keep up his speed. The last mile he made in 1 minute, 50 $\frac{3}{4}$ seconds, and covered the entire distance in 7 minutes, 15 $\frac{3}{4}$ seconds, thus beating Fellowcraft's record by 3 $\frac{3}{4}$ seconds.

Ten Broeck's record, for four miles, then stood unapproached for twenty-one years. At last, in 1897, it was lowered by Lucretia Borgia to 7 minutes, 11 seconds, at which point it now remains. Lucretia Borgia was a famous California thoroughbred, a chestnut filly, daughter of Brutus and Ledette. Her sire, Brutus, was the son of MacGregor and Teardrop, MacGregor being by Macaroni, dam Necklace, and Teardrop being by Scottish Chief, dam Niobe. Ledette was a daughter of Nathan Coombs and Gypsy, Nathan Coombs being by Lodi, dam Miami, and Gypsy being by Hercules, dam Miami. In the fifth generation the ancestors of Lucretia Borgia were Sweetmeat, Jocose, The Fallen Buck, Bracelet, Lord of the Isles, Miss Ann, Loup Garou, Miserrima,

Yorkshire, Topaz, Belmont, Maria Downing and Kingston. It will be noticed that her pedigree is entirely devoid of those crosses which have made the American thoroughbreds famous in generations past, and which, until very recent years, have been considered as almost indispensable in breeding for the turf.

Lucretia Borgia was a small mare, weighing not more than 700 pounds. She was bred by Mr. Charles Boots, and, until three years old, was known as the Ledette filly. As a two-year old she showed that she was speedy and was matched against Seraphin. This match never came off, however, for an unfortunate reason that resulted, however, in giving the mare the new name by which she has since been known. Only a few days before the time set for the match she fell off in condition. An investigation showed that poison had been administered to her. She was brought around, although not in season to appear in this race, but on account of the poisoning episode was named Lucretia Borgia. For years previous to her day, the four-mile California record had been held by Marigold, 7 minutes, 20 $\frac{1}{4}$ seconds. For the benefit of a local charity a match was arranged for Lucretia Borgia to beat this record, and the event called out a large attendance of the best people of San Francisco upon the day the race was run, June 5th. Probably no one anticipated the wonderful result. Clawson had the mount, and the mare carried 87 $\frac{1}{2}$ pounds. She took the start in fine shape, and the first mile was done in the remarkable time of 1 minute, 50 seconds. She followed this up by making the second mile in 1 minute, 45 $\frac{1}{4}$ seconds, the third mile in 1 minute, 47 $\frac{1}{2}$ seconds, and the last mile in 1 minute, 48 $\frac{1}{4}$ seconds. The four miles was covered in 7 minutes, 11 seconds, which was not only 9 $\frac{1}{4}$ seconds better than the California record, but 4 $\frac{3}{4}$ seconds better than Ten Broeck's world's record, 8 $\frac{1}{2}$ seconds better than Fellowcraft's record, and 8 $\frac{3}{4}$ seconds better than the great record of Lexington, forty-two years before, which was then considered unapproachable.

As has already been pointed out, the great four-mile contests that electrified previous generations of American turf followers have forever passed away. In place of them as measures for stimulating popular interest in racing contests, and for affording to owners and breeders those substantial financial encouragements by which alone the turf can be kept alive, have been substituted scores of stake and purse events that are not less interesting, as tests of powers, than those older events, and even more valuable from the money point of view. Every meeting in the great centres of the country now has on its cards several of these fixtures, that, during the last twenty-five years or less, have risen to the dignity of national importance. To a very large extent, the history of contemporaneous racing in this closing part of the

century has centred around them. Many of them have become historic and are looked forward to every season with the highest expectation. Their records have added many notable pages to the annals of the American turf, and some of them have been in nowise surpassed by anything of similar character in the Old World.

An enumeration and review of all these events that have particularly distinguished and made brilliant the American turf of the present period, would alone fill several volumes and might be of the greatest interest and value to all lovers of the American thoroughbred. Such an exhaustive review is, perhaps, scarcely necessary in this connection. The names and the character of these races have become familiar as household words to every one interested in the slightest degree in racing matters. Pleasant memories cling around such affairs as the Rancocas Handicap, the Baltimore Cup and the Dixie, Chesapeake and Bowie Stakes at Baltimore, the Ohio Derby and Jockey Club Stakes at Cincinnati, the Blue Grass, St. Leger, Kentucky Derby, Great American Stallion Stakes and the Louisville Cup at Louisville, the Kentucky Stallion Stakes at Lexington, the Alabama, Flash, Travers and Saratoga Stakes and the Saratoga Cup at Saratoga, the Long Branch Handicap and the Monmouth Cup at Long Branch, the Manhattan, Jerome, Nursery, Belmont, Maturity, Champagne and other stakes at Jerome Park, the Westchester Cup and the Fordham Handicap and scores of other cups and stakes that are not secondary in interest to those that have been enumerated and whose names will readily occur to every reader. An account in detail of the racing that has been associated with a few of these affairs will give a general idea of the character of the contests that have combined to make the American turf of this period pre-eminently notable.

In recent years the Suburban has taken a place in the front rank of American turf events. There are other stakes that have had a longer history and that would naturally be supposed to secure more general attention from the associations connected with them. The great value of the Suburban Stakes, however, has commanded the entries of the best horses and the event has always been a subject of widespread discussion and calculation throughout the country for months in advance of its culmination. The Suburban was established in 1884 by the Coney Island Jockey Club. It is a handicap sweepstakes for all ages, entries \$100, half forfeit, with \$2,500 added money; the second horse to receive \$500 of the added money and twenty per cent. of the stakes, and the third horse to receive ten per cent. of the stakes. The entries have often run up to seventy-five or one hundred, and even more, and the entrance and added money combined have made the race one of the most valuable known to the American turf. The Suburban distance is 1 $\frac{1}{4}$ miles.

In the first running of the Suburban Mr. E. J. McElmeel's General Monroe carried off the prize. General Monroe was not a great race horse, but staunch and gamy, and his success in this race was due to a fortunate combination of circumstances, rather than to his own conspicuous merit. In after years he failed to hold the reputation that he had secured as a Suburban winner, finally becoming a selling plater and falling a victim to a bullet that was put through his head to relieve him from the consequences of a broken leg. A popular and well merited victory in the Suburban was that of Mr. Pierre Lorillard's Pontiac in the second year of the fixture, 1885. Pontiac was an English horse, although he was foaled in this country. As a yearling he was taken back to England and added to Mr. Lorillard's stable, but made no particular impression upon the turf there and at the end of his three-year old form was brought back to this country. There was nothing in his first performances on the turf here to make him a promising Suburban starter. Nevertheless, he won in handsome style, defeating the favorite, Monogram, who went to the post at odds of $2\frac{1}{2}$ to 1 in a field of fifteen. Pontiac's victory was a most decisive one and he cantered home far ahead of the entire field, while Monogram never had any chance whatsoever.

The Suburban of 1886 was a sensational affair. Public interest was concentrated largely upon Jim Guest, who belonged to Captain Samuel Brown, of Pittsburg. The same stable was also represented by Troubadour, who was so poorly thought of that in the winter betting 100 to 1 was freely offered against him. Before he came to the post, however, there was an awakening on the part of the talent and he started a strong second favorite to Lizzie Dwyer at 4 to 1. Edward Corrigan owned Lizzie Dwyer, who stood a favorite up to the last moment at 3 to 1, and it has been said that "she started with more wagered on her chances than any animal ever had in the turf history of this country." The day before the race occurred Troubadour ran the Suburban distance, with full weight up, in the phenomenal time of 2 minutes, $7\frac{3}{4}$ seconds. When the flag dropped to the start he was the first off and had the race won before he had passed out of the first quarter.

The Suburban for 1887 was in all respects a failure. The horses that started were of an ordinary character, and none of them were in form to assure particularly interesting sport. Eurus, who won, was from the stable of Mr. A. J. Cassett and had never had the reputation of being a horse who could be depended upon. He could run well when he was apparently so disposed and, again, would absolutely refuse to budge. After his death it was discovered that he had been for years suffering with a tumor, which fact probably accounted for the many eccentricities that had characterized his

turf career. There were some rather amusing features in the Suburban that he won. The favorite, Richmond, who started at 2 to 1, had no show whatsoever for the race, while Quito, who was a good second favorite, and Ben Ali, who was also strongly backed, were never in it at all, being left standing at the post. The Suburban of 1888 was won by Elkwood, half brother of Eurus, his sire, Eolus, being the only sire who has yet begotten two Suburban winners. Elkwood was a rank outsider in the betting, even his owner, Mr. Walter Gratz, declining to back him. And yet he made a splendid finish, winning the race by a head from Terra Cotta, who had run in hard luck, being pocketed around nearly the entire course. When the Suburban of 1889 was called only nine of the entries started and none of these were horses of great merit. Mr. August Belmont's Raceland was an easy winner and his victory was popular. Terra Cotta again ran second with Gorgo third.

Salvator, who won the Suburban of 1890, was the greatest race horse that has been on the American turf in the closing decade of the nineteenth century. The son of Prince Charlie, his reputation is scarcely second, perhaps, even to such great turf idols as Lexington, Lecomte, Iroquois and others who have held first place in public estimation and admiration. In his two and in his three-year old form he was sometimes defeated by such horses as Longstreet and Proctor Knott, but, despite those reverses, he showed a form when he was in condition that was little short of marvelous and that endeared him to everybody. Only nine horses started in this Suburban, but among them were such cracks as Salvator, Tenny, Firenze, Raceland, Prince Royal and Longstreet. Salvator was a hot favorite. He carried 127 lbs. and came in a good winner after a gallant fight that lasted from start to finish, the only horse in the field that gave him much concern being Cassius, who had not been considered in the running at all. Fully thirty thousand persons saw Salvator's great victory and it was, as has been truly said, "the first time the event offered a contest worthy of the pride of place accorded to it as a leading classical feature of the American turf."

Three rank outsiders came in first, second and third in the Suburban of 1891 with Loantaka at the head. The odds of 25 to 1 were laid against Loantaka in the ring and it is said that his owner, Mr. David McCoun, would never have started him had it not been for the strenuous insistence of his jockey, Martin Bergen, who believed that he had a good fighting chance. Montana, ridden by "Snapper" Garrison, came in at the head of the field in 1892, a victory that was extremely popular. In this race Lamplighter, who was third, ran a great race, being beaten only a neck and a head for first honors. In 1893, Lamplighter was a favorite for the great handicap, which

looked like a foregone certainty for him. But again he ran third, the race being won by Lowlander, an outsider, who was, however, looked upon with a slight degree of expectancy. Ramapo's Suburban in 1894 was one of the most brilliant performances that had ever distinguished the event. There were twelve starters, the winner being a strong favorite at 8 to 5. In the field were such cracks as Sir Walter, Henry of Navarre, Banquet and Pickpocket, stars of the first magnitude in the equine world, and yet, notwithstanding the noble character of his opponents, Ramapo was easily the best horse in the race, and one of the very best that has ever succeeded in winning the Suburban in the fifteen years of its existence. The race was a magnificent spectacle from start to finish and, when Ramapo flashed by the stand in 2 minutes, $6\frac{1}{4}$ seconds, the enthusiasm knew no restraint. He beat the time made by the famous and popular Salvator, the winner of the 1890 Suburban, by three-fifths of a second and was two-fifths of a second faster than Lowlander, who came in at the head of the field in 1893.

In 1895, Domino was the favorite at odds of 20 to 11. Domino was regarded as peerless among the horses of that year, and was a great public idol. The talent was hard hit when Lazzarone came in at the head in 2 minutes, $7\frac{1}{2}$ seconds, the odds against him in the betting having been 6 to 1, with 6 to 1 against Sir Walter, who was second, and 10 to 1 against Song and Dance, who was third. To the consternation of the admirers of Domino that horse quit at the end of a mile, plainly showing the lack of those staying qualities that are needed to place a thoroughbred in the first rank. Lazzarone, who was by Spendthrift out of Spinaway, beat Sir Walter by two good lengths. It was Henry of Navarre's Suburban in 1896. Only a small field engaged, seven horses coming to the start. Nevertheless the race was one of the greatest that had been seen on the course for many years and the son of Knight of Ellerslie established himself by his performance as one of the greatest horses of his generation. He was a favorite in the betting at 2 to 1 and won the race driving by a length, with The Commoner second, Clifford third and Belmar fourth. In 1897, Ben Brush, the best horse in the field, made a very satisfactory race and landed by a length, defeating Havoc, The Winner and others. The struggle in the last quarter of a mile was one of the fiercest ever seen in a Suburban event, and the time—2 minutes, $7\frac{1}{4}$ seconds—compares favorably with the best Suburbans that had preceded it. The time of Henry of Navarre—2 minutes and 7 seconds—was only four-fifths of a second slower than Ramapo's record, one-fifth of a second slower than Salvator's, two-fifths of a second slower than Lowlander's and the same as Loantaka's.

Although the Suburban holds almost unchallenged its pre-eminent position in the support of turfmen and in the interest of the general public, there are other events on the course that have become historic and are looked forward to every season with the highest expectation. Scarcely second to the Suburban in popular interest and in value from all points of view of the turfman, is the annual race for the rich Realization Stakes of the Coney Island Jockey Club. It is a sweepstakes of 1 mile and 5 furlongs, and is a test of speed as well as endurance. It has furnished some of the best contests that have ever been witnessed upon the course at Sheepshead Bay, and is regarded as the greatest of three-year old events. The added money is \$10,000, and the second horse receives two-thirds of the starting money and \$2,000, while the third horse takes the remaining one-third of the starting money and \$1,000. In 1889, the year that this event was established, Salvator, carrying 122 pounds and ridden by Murphy, was the winner in 2 minutes, 51 seconds, the value of the purse being \$34,100. In the second year Tournament, carrying $112\frac{1}{2}$ pounds and ridden by Hayward, came in at the head of the field in 2 minutes, 51 seconds, carrying away for his owner, \$25,300. Another 2 minutes, 51 seconds winner was Potomac, in 1891. He carried 119 pounds and was ridden by Hamilton. The purse this year amounted to \$30,850. The fourth year of the Realization saw Tammany at the front with 119 pounds weight and ridden by Garrison. The time was 2 minutes, $51\frac{1}{2}$ seconds, and the amount of the purse \$28,470. Daily America, ridden by Sims and carrying 107 pounds, was the victor in 1893, his time being 2 minutes, $50\frac{3}{4}$ seconds, and the purse amounting to \$24,170.

So far as time was concerned the Realization of 1894 was a flat failure. Dobbins, who carried 122 pounds and was ridden by Sims, could only make the course in 2 minutes, 55 seconds, winning \$33,400. The following year did not show much improvement, the time of the winner being 2 minutes, $54\frac{3}{4}$ seconds. Bright Phœbus, carrying 115 pounds and ridden by Reiff, passed by the post first, and took away with him a purse of \$29,700. In the Realization of 1896, seven horses were on the card, but Hamilton II. was scratched at the last moment. Requitel, the famous crack from the Brookdale stables, was a strong favorite. His performance fully justified the confidence that had been placed in him. Carrying 119 pounds, this gallant son of Eothen ran the distance in 2 minutes, $49\frac{3}{4}$ seconds, lowering by $1\frac{1}{4}$ seconds the record which, up to that time, had been held by Daily America at 2 minutes, $50\frac{3}{4}$ seconds. In 1897 The Friar was the winner, covering the course in 2 minutes, $48\frac{3}{4}$ seconds.

The Brooklyn Jockey Club Handicap is a race of a mile and one-quarter, run over the Gravesend Course. It was

started in 1887, when Dry Monopole was the winner, with Blue Wing second and Hidalgo third, with a field of fourteen horses behind them. The time was 2 minutes, 7 seconds, and the amount of the stake \$5,850. Dry Monopole was a son of imported Glenelg. In the second year, 1888, The Bard, a son of Longfellow, defeated a field of thirteen others, with Hanover second and Exile third, in 2 minutes, 13 seconds, winning \$6,925. In 1889, Exile, who was third in the running the previous year, a son of imported Mortemer, was at the head of the field of seven contestants, Prince Royal being second and Terra Cotta third. The time was 2 minutes, 7½ seconds, and the stake amounted to \$6,900. In 1890, Castaway II., Badge and Eric, came in respectively first, second and third in a field of nine, the winner being a son of Outcast. The time of the event this year was 2 minutes, 10 seconds, and the amount of the purse \$6,900. Tenny, in 1891, beat a field of twenty-one in 2 minutes, 10 seconds, Prince Royal being second and Tea-Tray third. The stake amounted to \$14,800. Tenny was a son of imported Rayon d'Or. In the sixth year of the event Judge Morrow, Pessara and Russell led a field of twelve at the finish, the time of the winner, Judge Morrow, being 2 minutes, 8¾ seconds, and the purse amounting to \$17,750. Judge Morrow was a son of Vagabond.

In 1893, three cracks led the field of thirteen in the order named, Diablo, Lamplighter and Leonawell, the winner being a son of Eolus. The time this year was 2 minutes, 9 seconds, and the value of the stakes \$17,500. Three other great cracks led off in 1894, Dr. Rice coming first by the stand in 2 minutes, 7¼ seconds, with Henry of Navarre and Sir Walter second and third, winning \$17,750, and establishing the fame of his sire, Onondaga. Hornpipe, by imported Mr. Pickwick, headed Lazzarone and Sir Walter in 1895, the three leaving a field of nine behind them. The time of the winner was 2 minutes, 11¼ seconds, and the amount of the stakes \$7,750. In 1896, Sir Walter carried off the honors from a field of eight with Clifford second and St. Maxim third. The time was 2 minutes, 8½ seconds, and the stakes were \$7,750. Sir Walter was a son of imported Midlothian. In 1897, Howard Mann, by Duke of Montrose, covered the course in 2 minutes, 9¾ seconds, defeating ten contestants and winning \$7,750. Lake Shore ran second and Volley third. It will be seen that the track record for this event is 2 minutes, 7 seconds, established by Dry Monopole, the first year that the handicap was run. The nearest approach to Dry Monopole's figure has been Dr. Rice's 2 minutes, 7¼ seconds, in 1894, and Exile's 2 minutes, 7½ seconds in 1889. The largest stakes were in 1892 and again in 1894, when they amounted to \$17,750.

In its value to owners the Futurity of the Coney Island Jockey Club that is run at the annual summer meeting

gives first place to none of the great stakes. It is a sweepstakes for two-year olds, with \$8,750 added, the second horse receiving \$1,000 and two-thirds of the starting money, and the third horse \$500 and one-third of the starting money. The breeders of the winner, and of the second and third horses receive respectively, \$2,000, \$1,250 and \$500 out of the added money. The Futurity course is about three-quarters of a mile. Established in 1888, the first winner of the Futurity was Proctor Knott, his time being 1 minute, 15½ seconds. The winner that year had \$40,900 to his credit. In 1889, Chaos came in at the head of the field in 1 minute, 16½ seconds, winning \$54,550. Potomac reduced the record in 1890 to 1 minute, 14½ seconds, winning \$67,675. The record went up one second in 1891, when His Highness was the winner with \$61,675 for his share of the stakes. In 1892, there was another drop in the time record and also in the profits of the race, Morello getting \$40,450 for running the course in 1 minute, 12½ seconds. Domino took \$49,350 in 1893 with a record of 1 minute, 12½ seconds. In the following year came the great achievement of The Butterflies, who knocked the figures of the record down to 1 minute, 11 seconds, which was 1½ seconds better than Morello's time, thus far the record time for the event, 4½ seconds faster than Proctor Knott's initial record, and 5½ better than the slowest Futurity time. The amount of stakes for the winner this year was \$63,950. Requit, in 1895, made a good race and won \$53,750, but his time was ⅔ of a second slower than that of The Butterflies. In 1896, Ogden took the honors, lowering the time of The Butterflies by 1 second, to 1 minute, 10 seconds, and winning \$44,290. When the race was run in 1897, L'Allouette re-established the record of The Butterflies, 1 minute, 11 seconds, which was 1 second slower than Ogden's best record for the event.

A special sentimental interest attaches to the Kentucky Derby. It is one of the famous events of the season in the home of the American thoroughbred and its very name carries with it suggestions of the most glowing pages of turf history in this country and in England. It would be difficult to find a genuine turfman who does not feel his pulses quicken at the very thought of Kentucky and the Derby. The event is also interesting from the fact that it has always marked the opening of the great spring meeting in Louisville. From a purely speculative point of view it has always had an absorbing public interest, since its contestants have come forward comparatively untried, so that they have been largely unknown quantities in their form of that year. They have come to the post with something of a mystery attached to their prospects, and this has given an additional filip to the event. The race is for three-year old colts and fillies, 1½ miles distance, with \$2,500 added money,

\$300 to the second horse and \$150 to the third. In such popular esteem is this race held that the Legislature of the State of Kentucky has been known to adjourn its session so that its members might attend the race, thus following the example of the English Parliament in adjourning over for the great National Derby of England.

The Kentucky Derby winners have, as a rule, been horses who, in their subsequent careers, have arisen to decided prominence on the turf. In 1875, the first year of the event, Aristides, son of Leamington, was ridden by Louis to victory in 2 minutes, 37¾ seconds. In 1876, Vagrant, son of Virgil, was ridden over the course in 2 minutes, 38¼ seconds, an easy winner. Baden Baden, by Australian, and ridden by Walker, won the event in 2 minutes, 38 seconds, in 1877. The following year, Day Star, by Star Davis, carried his colors to the front in 2 minutes, 37¼ seconds. Lord Murphy, son of Pat Malloy, was the winner in 1879, his time being 2 minutes, 37 seconds, establishing the record for the event for eleven years. The great Fonso, son of King Alfonso, headed the field in 1880, his time being 2 minutes, 37½ seconds. For several ensuing years the time of the race rose to higher figures, although several horses of the first class were among the winners. The best that Hindoo, the son of Virgil, could do in 1881, was 2 minutes and 40 seconds, but that was quite sufficient to enable him to carry off the prize.

In the following year Apollo lifted the record by a quarter of a second, and, in 1883, Leonatus, son of Longfellow, discouraged everybody by dragging over the course in 2 minutes, 43 seconds, with the field behind him. In 1884, the field was commonplace, and Buchanan, son of Buckden, won out in 2 minutes, 40¼ seconds. Since 1884, the winners, and their time, in successive years have been as follows: 1885, Joe Cotton, 2 minutes, 37¼ seconds; 1886, Ben Ali, 2 minutes, 36½ seconds; 1887, Montrose, 2 minutes, 39¼ seconds; 1888, Macbeth II., 2 minutes, 38¼ seconds; 1889, Spokane, 2 minutes, 34½ seconds; 1890, Riley, 2 minutes, 45 seconds; 1891, Kingman, 2 minutes, 52¼ seconds; 1892, Azra, 2 minutes, 41½ seconds; 1893, Lookout, 2 minutes, 39¼ seconds; 1894, Chant, 2 minutes, 41 seconds; 1895, Halma, 2 minutes, 37½ seconds. In 1896, the distance was reduced to one and one-quarter miles, and Ben Brush won in 2 minutes, 7¾ seconds; 1897, Typhoon II., 2 minutes, 12½ seconds.

The wonderful development of the thoroughbred in the United States during the present generation, is always an interesting subject of consideration wherever and whenever turf matters are under discussion. It has excited the attention and the admiration of the world and has particularly impressed itself in a very practical way upon the minds of our English cousins, when they have been compelled to see American bred horses

carrying off some of the choicest prizes in their historic racing events. As throwing a light upon this subject and as illustrating the steady advance in achievement of the American thoroughbred, it is interesting and important to note that, with a single exception, the best performances for all events upon the American turf have been within the last twenty-five years. The record, which is well worth preservation as an important part of the history of our turf, is here presented. It is complete and accurate down to the close of the racing season of 1897, and gives in order the distance run, the name, age, weight and sire of the record holder, the place and date where the record was made and the record time.

Dashes, best at all distances: ¼ mile, Bob Wade, 4, Butte, Mont., August 20, 1890, 0.21¼; ⅜ mile, Red S., aged, 122 lbs., Butte, Mont., July 23, 1896, and Fashion, 4, Lampasas, Tex., August 15, 1891, 0.34; ½ mile, Geraldine, 4, by Grinstead, 122 lbs., New York Jockey Club, straight course, August 30, 1889, 0.46, and April Fool, 4, 122 lbs., Butte, Mont., July 23, 1891, 0.47; 4½ furlongs, Handpress, 2, by Hanover, 100 lbs., New York Jockey Club, straight course, May 26, 1897, 0.52; ⅝ mile, Maid Marian, 4, by Great Tom, 111 lbs., New York Jockey Club, October 9, 1894, and George F. Smith, 4, 100 lbs., San Francisco, California Jockey Club, May 7, 1895, 0.56¾; 5½ furlongs, Tormentor, 6, by Joe Hooker, 121 lbs., New York Jockey Club, October 10, 1893, 1.03; ¾ of mile, less 170 feet, Kingston, aged, by Spendthrift, 139 lbs., Coney Island Jockey Club, Futurity Course, June 22, 1891, 1.08; ¾ mile, Domino, 2, by Himyar, 128 lbs., New York Jockey Club, straight course, September 29, 1893, 1.09; and O'Connell, 5, 121 lbs., Oakley, O., July 18, 1895, 1.12¼; 6½ furlongs, Wernberg, 4, by Muscovy, 113 lbs., Coney Island Jockey Club, August 28, 1895, and Irish Reel, 3, by Exile, 108 lbs., Coney Island Jockey Club, August 31, 1895, 1.19%; ⅞ mile, Bella B., 5, by Enquirer, 103 lbs., Monmouth Park, straight course, July 8, 1890, 1.23½, and Clifford, 4, by Bramble, 127 lbs., Coney Island Jockey Club, August 20, 1894, 1.25%; 7½ furlongs, Mamie Scott, 3, by Canny Scott, 90 lbs., San Francisco, Cal., October 17, 1895, 1.33¼; 1 mile, Salvatore, 4, by imported Prince Charlie, 110 lbs., Monmouth Park, straight course, August 28, 1890, 1.35½; Libertine, 3, by Leonatus, 90 lbs., Chicago, Ill. (Harlem), October 24, 1894, 1.38¾; Arab, 8, by Dalnacardoch, 93 lbs., New York Jockey Club, June 11, 1894, and Ducat, 4, by Deceiver, 113 lbs., Coney Island Jockey Club, August 28, 1894, 1.39, and Kildeer, 4, by imported Darebin, 91 lbs., Monmouth Park, straight course, August 13, 1892, 1.37¼; 1 mile and 20 yards, Maid Marian, 4, 101 lbs., by imported Great Tom, Chicago, Washington Park, July 19, 1893, 1.40; 1 mile

and 70 yards, Lillian Lee, 3, 95 lbs., Chicago, Harlem Park, July 31, 1894, 1.43 $\frac{3}{4}$; 1 $\frac{1}{16}$ miles, Redskin, 6, by Runnymede or imported Pontiac, 98 lbs., Forsyth, Ind., June 6, 1896, 1.45 $\frac{1}{4}$; 1 $\frac{3}{8}$ miles, Tristan, 6, by imported Glenelg, 114 lbs., Morris Park, N. Y., June 2, 1891, 1.51 $\frac{1}{2}$; 1 $\frac{3}{16}$ miles, Henry Young, 4, by Duke of Montrose, 108 lbs., Chicago, Washington Park, July 14, 1894, 1.58 $\frac{1}{2}$; 1 $\frac{1}{4}$ miles, Banquet, 3, by imported Rayon d'Or, 108 lbs., Monmouth Park, straight course, July 17, 1890, 2.03 $\frac{1}{2}$; Salvator, 4, by imported Prince Charlie, 122 lbs., Coney Island Jockey Club, June 25, 1890, and Morello, 3, by Eolus, 117 lbs., Chicago, Ill., Washington Park, July 22, 1893, 2.05; 1 mile and 500 yards, Bend Or, 4, by Buckden, 115 lbs., Saratoga, N. Y., July 25, 1882, 2.10 $\frac{1}{2}$; 1 $\frac{5}{16}$ miles, Sir John, 4, by Sir Modred, 116 lbs., New York Jockey Club, June 9, 1892, 2.14 $\frac{1}{4}$; 1 $\frac{3}{8}$ miles, Sabine, 4, by Rossington, 109 lbs., Chicago, Washington Park, July 5, 1894, 2.18 $\frac{3}{4}$; 1 $\frac{1}{2}$ miles, Buckwa, 6, 103 lbs., San Francisco, California Jockey Club, December 24, 1897, 2.32 $\frac{1}{4}$, Lamplighter, 3, by Spendthrift, 109 lbs., Monmouth Park, August 9, 1892, and Evanatus, aged, by Leonatus, 73 lbs., Chicago, Harlem Park, August 28, 1897, 2.32 $\frac{3}{4}$; 1 $\frac{5}{8}$ miles, Hindoo, 3, by Hindoo, 75 lbs., Morris Park, N. Y., August 27, 1889, 2.48; and Exile, 4, by imported Mortemer, 115 lbs., Sheepshead Bay, N. Y., September 11, 1886, 2.48 $\frac{3}{4}$; 1 $\frac{3}{4}$ miles, Ben Holladay, 4, 118 lbs., New York Jockey Club, October 23, 1897, 2.59 $\frac{1}{4}$; 1 $\frac{7}{8}$ miles, Enigma, 4, by Enquirer, 90 lbs., Sheepshead Bay, N. Y., September 15, 1885, 3.20; 2 miles, Newton, 4, by imported Billet, 107 lbs., Chicago, Washington Park, July 13, 1893; and Ten Broeck, 5, by imported Phaeton, 110 lbs., Louisville, Ky., May 29, 1877, in a race against time, 3.27 $\frac{1}{2}$; 2 $\frac{3}{8}$ miles, Joe Murphy, 4, by Isaac Murphy, 99 lbs., Chicago, Harlem Park, August 30, 1894, 3.42; 2 $\frac{1}{4}$ miles, Springbok, 5, by imported Australian, 114 lbs.; and Preakness, aged, by Lexington, 114 lbs., Saratoga, N. Y., July 29, 1875, 3.56 $\frac{1}{4}$; 2 $\frac{1}{2}$ miles, Aristides, 4, by imported Leamington, 104 lbs., Lexington, Ky., May 13, 1876, 4.27 $\frac{1}{2}$; 2 $\frac{3}{8}$ miles, Ten Broeck, 4, by imported Phaeton, 104 lbs., Lexington, Ky., September 16, 1876, 4.58 $\frac{1}{2}$; 2 $\frac{3}{4}$ miles, Hubbard, 4, by Planet, 107 lbs., Saratoga, N. Y., August 9, 1873, 4.58 $\frac{3}{4}$; 3 miles, Drake Carter, 4, by Ten Broeck, 115 lbs., Sheepshead Bay, N. Y., September 6, 1884, 5.24; 4 miles, Lucretia Borgia, 4, by imported Brutus, 85 lbs., Oakland, California Jockey Club, May 20, 1897, 7.11.

Heats, best two in three: $\frac{1}{4}$ mile, Sleepy Dick, aged, Kiowa, Kan., October 19, 1888, 0.21 $\frac{1}{2}$, 0.22 $\frac{1}{4}$; $\frac{1}{2}$ mile, Eclipse, Jr., 4, Dallas, Tex., November 1, 1890, 0.48, 0.48; Bogus, aged, by Ophir, 113 lbs., Helena, Mont., August 22, 1888, 0.48, 0.48; and Bill Howard, 5, 122 lbs., Anaconda, Mont., August 17, 1895, 0.47 $\frac{1}{2}$, 0.48 $\frac{1}{2}$; 4 $\frac{1}{2}$ furlongs, Susie S., aged, by Ironwood, Santa Rosa, Cal., August 23, 1889, 0.55, 0.55 $\frac{3}{4}$; $\frac{5}{8}$ mile, Kittie Pease, 4, by Jack Hardy, 82 lbs., Dallas, Tex., November 2, 1887, 1.00, 1.00; $\frac{3}{4}$ mile, Lizzie S., 5, by Wanderer, 118 lbs., Louisville, Ky., September 28, 1883, 1.13 $\frac{1}{4}$, 1.13 $\frac{1}{2}$, and Tom Hayes, 4, by Duke of Montrose, 107 lbs., Morris Park, N. Y., straight course, June 17, 1892, 1.10 $\frac{1}{2}$, 1.12 $\frac{3}{4}$; $\frac{7}{8}$ mile, Hornpipe, 4, by imported St. Mungo, 105 lbs., Chicago, West Side Park, July 19, 1888, 1.30, 1.30; 1 mile, Guido, 4, by Double Cross, 117 lbs., Chicago, Washington Park, July 11, 1891, 1.41 $\frac{1}{2}$, 1.41 $\frac{1}{2}$; 1 $\frac{1}{16}$ miles, Slipalong, 5, by Longfellow, 115 lbs., Chicago, Washington Park, September 2, 1885, 1.50 $\frac{1}{2}$, 1.48; 1 $\frac{1}{8}$ miles, Gabriel, 4, by Alarm, 112 lbs., Sheepshead Bay, N. Y., September 23, 1880, 1.56, 1.56; 1 $\frac{1}{4}$ miles, Glenmore, 5, by Glen Athol, 114 lbs., Sheepshead Bay, N. Y., September 25, 1880, 2.10, 2.14, Mary Anderson, 3, 83 lbs., winning the first heat in 2.09; 1 $\frac{1}{2}$ miles, Patsy Duffy, aged, 115 lbs., Sacramento, Cal., September 17, 1884, 2.41 $\frac{3}{4}$, 2.41; 2 miles, Bradamante, 3, by War Dance, 87 lbs., Jackson, Miss., November 17, 1877, 3.32, 3.29, Miss Woodford, 4, 107 $\frac{1}{2}$ lbs., Sheepshead Bay, September 20, 1884, 3.33, 3.31 $\frac{1}{4}$; 3 miles, Norfolk, 4, by Lexington, 100 lbs., Sacramento, Cal., September 23, 1865, 5.27 $\frac{1}{2}$, 5.29 $\frac{1}{2}$; 4 miles, Ferida, 4, by Glenelg, 105 lbs., Sheepshead Bay, N. Y., September 18, 1880, 7.23 $\frac{1}{2}$, 7.41, and Glenmore, 4, by Glen Athol, 108 lbs., Baltimore, Md., October 25, 1879, 7.30 $\frac{1}{4}$, 7.31; Willie D., 4, 105 lbs., winning the first heat in 7.29 $\frac{1}{2}$.

Heats, best three in five: $\frac{1}{2}$ mile, Haddington, 6, by Haddington, 118 lbs., Petaluma, Cal., August 28, 1883, 0.49 $\frac{1}{2}$, 0.50 $\frac{1}{2}$, 0.49 $\frac{3}{4}$, Aunt Betsy, 3, 106 lbs., winning the first heat in 0.49 $\frac{1}{2}$; $\frac{3}{4}$ mile, Gleaner, aged, by imported Glenelg, 112 lbs., Chicago, Washington Park, July 5, 1886, 1.15, 1.14 $\frac{1}{2}$, 1.15 $\frac{1}{2}$; 1 mile, Thad Stevens, aged, by Langford, 100 lbs., Sacramento, Cal., July 8, 1873, 1.43 $\frac{1}{2}$; 1.46 $\frac{1}{2}$, 1.45, Thornhill winning the first and second heats in 1.43, 1.43; L'Argentine, 6, 115 lbs., St. Louis, June 14, 1879, 1.43, 1.44, 1.47 $\frac{3}{4}$; 1 $\frac{1}{16}$ miles, Dave Douglas, 5, by Leinster, Sacramento, Cal., September 23, 1887, 1.51 $\frac{1}{2}$, 1.51 $\frac{1}{2}$, 1.51 $\frac{1}{2}$, 1.54, 1.50 $\frac{1}{2}$, first and third heats being dead heats.

GREAT AMERICAN THOROUGHBREDS

CHAMPIONS OF THE EARLY AMERICAN TURF—ECLIPSE AND HIS FAMOUS DAUGHTERS, ARIEL AND
BLACK MARIA—BOSTON AND FASHION, THE GREAT RIVALS—SIR
ARCHY, GLENCOE, LEXINGTON, AND OTHERS

AMERICAN Eclipse, whose special title to distinction rested upon his famous victory over Sir Henry, when the turf of the North and South were pitted against each other upon the Long Island Union Course in 1823, was bred by General Nathaniel Coles, of Dosoris, Queens County, L. I., May 25, 1814. His sire was Duroc, son of imported Diomed and Amanda, by Gray Diomed, who was a son of Old Medley. His dam was Miller's Damsel, by imported Messenger; his second dam was an English mare, imported when three years old in 1795 by William Constable, bred by Lord Grosvenor and sired by Pot-8-os, son of the great English Eclipse; his third dam was by Gimcrack, who was by Cripple, by the Godolphin Arabian; his fourth dam was Snap Dragon, by Snap; his fifth dam was by Regulus, and his sixth dam by Bartlett's Childers. Broken as a three-year old, he started in his first race in 1818 for a purse of three-mile heats on the Newmarket Course, Long Island, on which occasion he defeated Black-Eyed Susan and Sea-Gull, the latter being then called the best three-mile horse of the day. The following year he was sold to Mr. Cornelius W. Van Ranst, and in June, 1819, won the Jockey Club's purse for four-mile heats over the Bath Course, on Long Island, defeating Littlejohn and Bond's Eclipse and James Fitz James. Four months later he again ran four-mile heats at Bath, defeating Littlejohn, Fearnought and Bond's Eclipse, winning the race in two straight heats in 8 minutes, 13 seconds and 8 minutes, 8 seconds.

After making two seasons in the stud, he was put into training again in 1821; and in October of that year entered the race for four-mile heats over the new Union Course. His competitors on this occasion were Lady Lightfoot, by Sir Archy, Flag of Truce, by Sir Solomon, and Heart of Oak. The two last named horses were drawn after the first heat, and Lady Lightfoot was distanced in the second heat. The time was, first heat, 8 minutes, 4 seconds; second heat, 8 minutes, 2 seconds. In May, 1822, he defeated Sir Walter, by Hickory, in a race of four-mile heats on the Union Course, the time being, first heat, 7 minutes, 54 seconds, and second heat, 8 minutes. In the following October he won another race of four-mile heats on the Union Course for a purse of \$1,000, defeating Sir Walter, the Duchess of Marlborough, by Sir Archy and Slow and Easy by Duroc.

The first heat of this race was run in 7 minutes, 58 seconds and in the second heat Eclipse had it all his own way, Sir Walter stopping short and the two mares being withdrawn. His next great achievement was his sensational defeat of Henry upon the Long Island Course in May, 1823. Soon after this event he passed into the stud, having been sold for what was at that time the remarkably large price of \$10,000. He stood one season in Virginia, one or two seasons in Baltimore, then for a short time in New York, and finally being employed in Kentucky, lived to a ripe old age, leaving a long list of distinguished sons and daughters whose descendants have conveyed his blood into the best thoroughbreds of American origin of the present day.

Of the 'immediate progeny of American Eclipse was the fleet mare Ariel, whose wonderful achievements certainly entitled her to the distinction of ranking with the best race horses of any age or clime. Ariel was got by American Eclipse out of a dam by Financier, being bred in 1822 by Mr. Gerrit Vanderveer, of Flatbush, L. I. Her grandam was Empress by imported Baronet; her great grandam by imported Messenger. She combined the three valued crosses of Herod, Matchem and Eclipse and traced almost directly from Childers, Partner, Crab, Snap, Spark, Gimcrack, Mambrino, Medley, Diomed and other great English and American horses. She was a handsome gray, about fifteen hands high, well proportioned and powerful in action. Her achievements upon the turf were marvelous and it was said of her that no horse in the world ever ran or won as many races. In her last campaign she ran and won thirty-six miles in fifteen days. Beginning in 1825, when she won a hundred rods race against an Eclipse filly and a horse by Duroc and ending with her last race in May, 1830, when she easily defeated Sir Lovell in two straight four mile heats, she ran more than 345 miles in fifty-seven races, of which she won forty-two, seventeen of them being four mile heats.

During the five years that she was on the turf she vanquished almost every horse of distinction from New York to Georgia, never laying by nor going lame. With five exceptions she sooner or later beat every horse who had in the first case defeated her; those exceptions were Monsieur Tonson, Sally Walker, Flirtilla, Kate Kearny and Arietta. With the exception of one match, that at

three years old of three mile heats, she never lost a race in which she won a single heat. Her winnings in matches and purses, exclusive of bets, amounted to something more than \$25,000. During her career she traveled at least three thousand miles, perhaps more. One of her most famous performances, especially as showing her stoutness, was her sixteen mile race on the Newmarket Course, South Carolina, where, after winning the second heat of four miles, she closely contested the third run in 7 minutes, 57 seconds and won the fourth in 8 minutes, 4 seconds. Her match with Flirtilla in October, 1825, when she was defeated in three heats, was one of the sensational events of that day. Among her other notable triumphs was the winning of the Jockey Club purse at Newmarket in October, 1828, when she defeated in four heats Trumpator, Red Murdoch and Hypona, the time being 8 minutes, 22 seconds; 8 minutes, 13 seconds; 7 minutes, 57 seconds and 8 minutes, 4 seconds. Her race with Betsey Ransom on the Duchess Course in Poughkeepsie, N. Y., in 1829, was another event that excited intense interest at the time. She won in three heats, the time for the first two heats being 7 minutes, 52 seconds and 8 minutes, 1 second.

It may be interesting to compare Ariel's record with that of other winners on the early turf in England and America. Rockingham, who, up to that time, stood at the head of the list of English winners, was a winner thirty-three times; Pot-8-os, thirty-one; Gimcrack, twenty-eight out of thirty-seven races; Woodpecker, twenty-eight; imported Buzzard, twenty-eight; Eleanor, twenty-eight out of forty-eight; Peggy, twenty-two out of thirty-five; Dick Andrews, twenty out of twenty-seven; Lady Lightfoot, thirty or more; Polly Perkins, twenty-three out of thirty; Sally Hope, twenty-two out of twenty-seven, and others lower down on the list.

Another famous daughter of American Eclipse was Black Maria, who had a long and brilliant career. Bred by Mr. Charles H. Hall, of Harlem, N. Y., she was foaled in June, 1826. At the age of seventeen months she became the property of Mr. John C. Stevens, who retained possession of her many years. Through her sire she had in her veins the best equine blood of her generation. Her dam was Lady Lightfoot by Sir Archy, her grandam Black Maria by imported Shark, her great-grandam, a celebrated race mare, by imported Clockfast, a half brother to Medley by Gimcrack, and her great-great-grandam Burwell's Maria by Regulus. Lady Lightfoot was one of the most distinguished racers of her day and never was beaten but once, except in her old age. She was bred by Colonel John Tayloe, of Virginia, and was afterward the property of Major William Jones, of Oyster Bay, L. I., and Dr. Alexander Hosock, of New York. Black Maria's grandam, after whom she was

named, was originally known as Selden's Maria. She had great speed and endurance and ran to her fourteenth year. She was owned by Colonel John Tayloe, of Virginia, General Wade Hampton, of South Carolina, and Colonel W. Allston, of South Carolina. At fourteen years of age she again became the property of Colonel Tayloe, who gave \$2,500 for her, the highest price ever paid for a brood mare up to that time and for many years after.

Black Maria was a superb looking horse, glossy black in color, as her name indicated, without a single white mark. She stood fifteen hands, three inches high. She was first brought to the track in 1829 in a match for \$5,000 a side, two-mile heats, against Colonel William R. Johnson's Brilliant, by Sir Archy out of Bet Bounce. She won easily in two straight heats, the first in 4 minutes, 1 second, and the second in 3 minutes, 58 seconds. On the same course, the Long Island Union, five days later, October 8, she won the Jockey Club Purse in two straight three-mile heats, defeating Lady Flirt by Hickory and Sir Charles by Duroc. Her career from this time on was one of almost uninterrupted success, she being only occasionally defeated. In May, 1831, on the Union Course, she ran second to Bonnets O'Blue by Sir Charles, but the same year carried off the Jockey Club Purse at Poughkeepsie, defeating Mark Richards and Splendid. Her first great triumph was the winning of the Post Stakes for \$4,000 on the Central Course in Baltimore in October, 1831. Her contestants on this occasion were Collier by Sir Charles, Virginia Taylor by Sir Archy, James Cropper by Sir Charles, Busiris by Eclipse and Eliza Reilly by Sir Archy. She won the second and third heats, having run fifth in the first heat; the time was 8 minutes, 3 seconds, 8 minutes, 10 seconds, and 8 minutes, 3 seconds. Three days after this race she was defeated in a contest for the Jockey Club Purse on the same course by Colonel William R. Johnson's Trifle by Sir Charles.

The following year she met Trifle again in October on the Union Course, Long Island, in one of the many remarkable races of that period, when she won the first and fifth heats, her time being 8 minutes, 6 seconds, and 8 minutes, 47 seconds, the second being a dead heat with Trifle at 7 minutes, 55 seconds. Her last public performance was in May, 1835, for the Jockey Club Purse, on the Union Course, four-mile heats, when she was defeated by Henry Archy by Henry, Commodore R. F. Stockton's Monmouth by Richards being second in the running. During her career Black Maria started twenty-five times and won thirteen races, eleven of them being Jockey Club races at three and four-mile heats. Her total winnings were \$14,900, which was a big sum of money for those days, when the purses were not as large as they have been since. After 1835, she

was withdrawn from the turf and sent to the stud. In the latter days of her life she was owned by the Honorable Bailie Peyton, the distinguished Southern turfman.

Sir Archy, one of the most famous stallions that has ever graced the turf and the stud in the United States, was foaled in Virginia in the spring of 1805, being bred by Colonel Archibald Randolph and Colonel John Tayloe, to whom he jointly belonged. He was a horse of rich bay color, fully sixteen hands high, and very powerful, having no white about him, except on his right hind foot. It was said of him that, "upon the whole he had more size, power and substance" than were often seen in the full bred horse of that day. As a racer he held the highest rank. Although he did not appear in many races, when he did run he beat all the best horses of his day. Among those who bowed to his prowess were Wrangler, Tom Tough, Palafox, Minerva, Ratray, Gallatin and others. Even after he was withdrawn from the turf, his owner, Colonel William R. Johnson, offered to run him against any horse in the world in four-mile heats for \$5,000 a side, a challenge that met with no takers.

Sir Archy was a son of imported Diomed, who was got by Florizel, one of the best sons of old King Herod, his dam being by Spectator. Diomed was one of the most successful racers on the English turf, and his colts were among the greatest racers ever foaled in the United States. The dam of Sir Archy was Castianira, got by Rockingham out of Tabitha, Rockingham being the best son of Highflyer, who was the best son of old King Herod. One of the turf writers of the period said of Sir Archy that "he may justly be allowed to be one of the best bred horses this country or England has ever produced. He was not only a distinguished racer, but as a stallion he stands upon higher ground than any other horse that has covered in America and may rank with the best stallions in England." He became the founder of a family and was so much appreciated in his native State that nearly all Virginia bred horses of the preceding generations traced their pedigrees back to him. Among his get were such horses as Sir Henry, Flirtilla, Timoleon (a sire of great merit), Reality, Sir William, Bertrand, Roanoke, Johanna, Lady Lightfoot, Lady Burton and others. The celebrated statesman, John Randolph, owned at one time no less than four of his colts. Among those in whose veins his blood afterward flowed were some of the foremost animals on the American turf, including Boston, Fashion, Wagner, Gray Eagle, Post Boy, Mingo, Lady Clifton, Fanny, Sarah Washington and Gray Medoc, and a long list of others, including even the great Lexington. Probably no other horse foaled and bred in this country ever made a more distinct, more valuable, or more lasting impress upon the

thoroughbred on this side of the Atlantic than did this famous stallion.

No descendant of Sir Archy won more enduring fame than Boston, who was born at the establishment of John Wickham, near Richmond, Va., in 1833, the son of Timoleon and the grandson of Sir Archy, his dam being a sister to Tuckahoe. The richest of thoroughbred blood flowed in his veins, among his ancestors on the side of his sire being Diomed, Eclipse, Snap, Regulus, Fear-nought, Jolly Roger, the Darley Arabian, Place's Turk and several of the royal mares of Charles II. He was a magnificent chestnut, with a white stripe in his face and two white feet behind, a trifle above 15½ hands high, not handsome, but with plenty of strength and go in him. The name Boston was bestowed upon him, not as a compliment to the Puritan capital of Massachusetts, but from the popular game of cards called by that name; there was a tradition to the effect that, as a colt, he was won as a prize at a game of Boston. He first appeared upon the turf in Virginia, in 1836, in a sweepstakes, mile heats, and was a lugubrious failure, bolting in the first heat when running ahead of the field. A few months later, in the fall of the same year, he retrieved himself, winning first a two-mile heat race and afterward a three-mile heat race, beating, in the former, Mary Archy, Juliana and other horses, and in the latter Betsy Mingo, Nick Biddle, Bayard and others. From that time forward he was uniformly successful and rapidly attained to first rank as a great racer.

In 1837, he ran four races, each in three-mile heats, coming in at the head of the field on every occasion. In 1838, he was entered in eleven races, winning nine Jockey Club purses, eight of which were four-mile heats and the other a three-mile heat, and being paid out of the purse not to start in the remaining two events. On the Union Course, in June of this year, he ran three miles in 5 minutes, 36½ seconds. In 1839, he lost a match race to Portsmouth, two-mile heats, in April, and then won eight other events, all but one of which were four-mile heats, defeating such horses as Queen, Omega, Tom Walker and Decatur. His record for 1840 was six races won, all but one of which were four-mile heats. From a match with Gano in Augusta, Ga., in December of this year, he carried off a purse of \$10,000. During the spring of 1841 he was in the stud, but in the autumn won four four-mile heats and then lost one four-mile heat, being distanced by John Blount and Fashion in 7 minutes, 42 seconds. His record for the six years was thirty-eight races, of which he won thirty-five, twenty-six of them being at four-mile heats and nine at three-mile heats. His total winnings amounted to nearly \$50,000. His great race with Fashion, in 1842, when he was defeated, in two straight heats, for a purse of \$20,000 a side, is described in another chapter of this volume.

When he retired to the stud, at the age of ten years, after having run forty-five races, thirty of which were in four-mile heats, he was in as perfect physical condition as when he was a two-year old. His defeat by Fashion was amply atoned for and memories of it substantially obliterated by his subsequent performance in the stud, where his career was brilliant, even though short. In this capacity he began, in his native Virginia, in 1843, but was subsequently transferred to Kentucky in 1846, passing into the hands of that remarkable breeder, Colonel E. M. Blackburn, of Woodford County, who, with Mr. John M. Clay, son of the great commoner, and Mr. R. A. Alexander, of Woodburn Farm, first gave Americans an idea of that scale of expenditure on which breeding must be conducted in order to be successful. Having contracted a severe cold he died in 1849, but left a strong imprint upon the American turf in the shape of a remarkable array of sons and daughters, many of whom achieved great distinction. Judged by his blood, his form, his deeds and his produce, he has been pronounced, by many authorities, the greatest race horse ever born on American soil. Two of his descendants, Lexington and Lecomte, so far overshadowed all others of the family that it is hardly necessary to speak of them in the same connection.

Imported Glencoe, bred by the Earl of Jersey, by Sultan out of Trampoline by Tramp, was one of the celebrated thoroughbreds before the middle of this century. He was foaled in 1831 and had already achieved fame, both on the turf and in the stud, before he came to the United States. He was the winner of the Two Thousand Guineas Stake and one of his daughters was Pocahontas, the dam of Stockwell, who became the sire of the most successful racers of the day and the ancestor of probably the most reliable strain of winners that the old country turf possessed down to recent times. Although thought well of in his native land, Glencoe was not so highly valued as some of his rivals, but it has been well said of him that "looking back at the influence left by him in England in his one stud season there, and at the results of his impress here, it is doubtful whether for permanent improvement of racing stock he was not a better horse than was left in England when he came away." Glencoe was imported by Mr. James Jackson, of Alabama, and like so many of the best horses of that period, passed into the hands of the Kentucky breeder, Mr. A. K. Richards, in whose possession he was when he died in 1858. He was a powerful, beautiful chestnut, with a large star on the forehead, and hind legs white half way up to the hocks, and stood 16 hands high. His work in the stud in this country was of a phenomenal character and he supplied as strong and individual an element to the American thoroughbred as any other stallion, except perhaps Diomed. He sired a multitude of famous racers,

while the mares of his get proved exceptionally productive, especially when bred to the distinctively American horse, Lexington, representing the line of old Sir Archy and the first Derby winner, imported Diomed. The best sons of Glencoe were Vandal, Congaree, Frankfort, Rigadoon, Pryor and Thornhill, and among his most famous descendants were Lecomte, Starke, Prioress, Brown Dick, Lodi, Fleetwing, Idlewild, Asteroid, Kentucky and Norfolk.

Fashion, who carried the colors of the North in the famous match with Boston in 1842, was foaled in 1837 at Madison, Morris County, N. J., in the establishment of Mr. William H. Gibbons. She was noted not only for remarkable performances on the turf, but for a beauty that distinguished her above most horses of the day and that bore abundant testimony to her pure and lofty descent. She was a rich, satin-coated chestnut, 15½ hands high, and strong and graceful in build. With a star on her forehead and a ring of white on the left hind foot, her right quarter was marked with three dark spots such as had marked Plenipo and others. She was got by imported Trustee, out of the celebrated Bonnets O'Blue, who was by Sir Charles and Reality, the two latter being half brother and sister by Sir Archy. On the side of both sire and dam Fashion was thus descended from the most distinguished racing families that had figured on the American turf since the beginning of its history. Reality was declared by Colonel William R. Johnson to be "the very best race horse I ever saw." Her pedigree through her dam, a daughter of Medley, extended back through Centinel, Janus, Monkey, Silver Eye and Spanker, to an imported Spanish mare, and among her other ancestors on this side were the Darley Arabian, Bartlett's Childers mare, Place's White Turk, Snap, Cade and Partner.

Trustee, the sire of Fashion, was a distinguished race horse in England, where, at three years old, he was sold for 2,000 guineas to the Duke of Cleveland, after having run third in the race for the Derby of one hundred and one subscribers. He was foaled in 1829 by Catton, out of Emma by Whisker, and the blood of Hermes, Pipator, Sir Peter, Penelope by Trumpator and Prunella by High-flyer flowed in his veins. His brother, Mundig, won the Derby of 1835 against a field of one hundred and twenty-eight subscribers. Through the dam of her grandsire, Sir Charles, Fashion was also descended from Citizen, Pacolet, Regulus, Crab, Cade, Makeless, Snake, Shark, Fearnought and others. Her pedigree through Sir Archy is too well known to have more than mere attention called to it here. Coming upon the turf in 1840, Fashion easily won a two-mile heat sweepstakes at Camden, N. J., and a similar race at Trenton, N. J., both in October of that year. In 1841, she won four out of the five races in which she started, and after her famous race with Boston in 1842, entered upon a long and

brilliant career. She was trained for all her early engagements by Samuel Laird, and was ridden by his son, Joseph Laird, who was then considered the best jockey of the North. She died in 1861.

When Mr. Richard Ten Broeck was in England, engaged in his campaign against the champions of the English turf in 1856, and several years after, he made many purchases of thoroughbreds from the English stables. Prominent among his acquisitions was the bay colt Phaeton by King Tom out of Merry Wave by Storm, the latter being a son of Touchstone and Ghuznee. Phaeton was a handsome horse, 16 hands high, with a capital constitution, good temper and well bred. He never, however, attained to prominence as a performer on the turf, his achievements there not following out the promise of his blood and his youthful form. His running was confined to two events, once when he was a two-year old and again in his three-year old form, and he was beaten both times. It was believed, however, that with the blood of King Tom, Touchstone and others in his veins, he should be of great value in transmitting the qualities of his distinguished ancestors through the stud, and with this purpose in view, Mr. Ten Broeck brought him to the United States upon his return to this country, and he made two seasons upon the Ten Broeck farm near Louisville, Ky., in 1869-70.

His success was not great at the outset, however, and he was shortly transferred to the stud of Major B. G. Thomas, near Lexington. During the short time that he was in the stud thereafter he got several fine race horses, proving his exceptional value as a stallion and the eminent worth of the family whose traits he transmitted to his offspring. In the generation following his service his stock generally proved its surpassing excellence and became as popular as any on the turf of that period. Besides Ten Broeck, others of his sons and daughters attained to prominence, among them being St. Martin, from Tokay by Yorkshire; The Nipper, from Annette by Lexington; Aramis, from Nellie Gray by Lexington; Patriot, from Springbrook; King Alfonso, from Capitola by Vandal; King Pharo, from a Knight of St. George mare; and Phœbe Mayflower, from Cicely Jopson.

Ten Broeck, one of the most famous horses that ever graced the American turf was Phaeton's most distinguished son. He was foaled in 1872 out of Fanny Holton by Lexington, his dam being also the dam of the famous Lyttleton. His second dam was Nantura by Browner's Eclipse, who was also Longfellow's dam. His third dam was Inez by Bertrand, and his maternal lineage ran farther back to Wormsley's King Herod, Morton's imported Traveller and imported Childers. Bred and raised by Mr. John Harper, Ten Broeck as a colt was unpromising and gave little indication of the great future before him. When he was two years old

he ran a race in Lexington and was placed third to Bill Bruce and Bob Woolley. At three years old he won the Phoenix Hotel Stakes in Lexington, but was beaten for the Citizens' Stakes by Chesapeake and the same year for the Kentucky Derby was unplaced. In the autumn he was unsuccessful in the Three Year Old Sweepstakes, but three days later won another sweepstakes for three-year olds, going one mile and five furlongs in 2 minutes, 49¼ seconds. After being defeated for the Kentucky St. Leger by King Alfonso he won the Post Stakes at Louisville, three miles in 5 minutes, 32 seconds; the Merchants' Stakes at Nashville in two straight heats—3 minutes, 36½ seconds, and 3 minutes, 40¼ seconds; and the Maxwell House Stakes, mile heats, in 1 minute, 44¼ seconds, and 1 minute, 45 seconds. As a three-year old he started nine times and won five races.

Beginning with his four-year old form, in 1876, he had thenceforth a record of triumphant success. In May, he won three races, including the Louisville Cup and the Galt House Stakes, and the next autumn won two races at Lexington and at Louisville, a purse for two miles and five furlongs, the time being 4 minutes and 58½ seconds, establishing the record for that distance. For the Post Stakes he ran three miles in 5 minutes, 26¼ seconds, the fastest time on record, and in September, ran four miles against time, covering the course in 7 minutes, 15¾ seconds, lowering the record, which had stood up to that time at 7 minutes, 19½ seconds. During the year he won seven out of the eight races in which he started, and in 1877 was successful in nine out of the ten events in which he was engaged. His greatest performances in 1877 were reducing the one mile record from 1 minute, 41¼ seconds to 1 minute, 39¾ seconds and the two mile record from 3 minutes, 32½ seconds to 3 minutes 27½ seconds. At Baltimore, the same season, he met Parole and Tom Ochiltree for the Grand Sweepstakes at two miles and a half, and was beaten by Parole. He won, however, the Bowie Stakes, four mile heats, at the same meeting. On July 4, 1878, occurred his sensational race with the California mare, Molly McCarthy, in which he distanced his rival in the first heat. This ended his turf career, and he was retired to the stud, having to his credit the fastest time on record at one mile, one mile and five furlongs, two miles and five furlongs, three miles and four miles. During his life upon the turf he ran thirty races, of which he won twenty-three, having an aggregate value of \$20,505. By many old turfites he was regarded by all odds the greatest racer of his day and it was generally believed that, had he been carefully handled, he never could have been beaten after he had entered the three-year old class, and that he might have been much longer retained in active work.

Bred by General Thomas A. Wells, of Louisiana, Lecomte was a close rival of his famous brother, Lexington, in his phenomenal achievements on the turf, and only stood second to him in the abiding regard of the public. He was foaled in 1850, his sire being Boston and his dam Reel, by imported Glencoe. His grandam was Gallopade, by Catton, his great-grandam, Camillina, by Camillus, and his great-great-grandam a mare by Smolensko. His pedigree went back to Turk, Starling, Greyhound, the Curwen Bay Barb and the Lister Turk, and through Catton, the sire of his grandam, he traced to Florizel, Engineer, Eclipse and other great champions. He was a half brother of Prioress, who was got by Sovereign out of Reel. Lecomte was a rich chestnut, with white on one hind leg, and stood 15 hands, 3 inches high. He had a stride of about twenty-three feet, an iron constitution and a speed and bottom equal to the best of his day.

Starting as a two-year old, in April, 1853, he defeated Voucher, Argent and others in a sweepstake, mile heats, in 1 minute, 48½ seconds and 1 minute, 45½ seconds. The same year, in the autumn, he won the three-year old sweepstakes upon the Pharsalia Course in Natchez, Miss., defeating in two straight two-mile heats Atala, by Ruffin, and Conrad the Corsair, by Voucher, the time being 3 minutes, 45¼ seconds and 3 minutes, 46½ seconds. In 1854, he ran three races, in January, in each of which he was successful. In a sweepstakes on the Metairie Course, New Orleans, mile heats, he made a record of 1 minute, 47 seconds in each of two straight heats. Six days later he won the Jockey Club Purse on the same course, in two straight heats, in 3 minutes, 54½ seconds and 3 minutes, 52½ seconds, defeating Mary Taylor and Medina, both by imported Sovereign, and also Joe Blackburn, by imported Glencoe. The following week he defeated a Gallatin colt in a purse for all ages, two mile heats, in 3 minutes, 44¾ seconds, and 3 minutes, 35 seconds. In April of the same year he lost the Great State Post Stakes, four mile heats, to his half brother Lexington, but seven days later turned the tables on Lexington and startled the sporting world by his two straight four-mile heats in 7 minutes, 26 seconds, and 7 minutes, 38¾ seconds. Up to this time the record for four-mile heats had been that of Fashion, 7 minutes, 32½ seconds, which was now beaten in this first heat by 6½ seconds.

In the autumn of the same year he won the Association Purse, two mile heats on the Pharsalia Course, defeating Joe Blackburn in 3 minutes, 47½ seconds, and 3 minutes, 46½ seconds for two straight heats. To close the year he carried off the Jockey Club Purse on the Metairie Course, two mile heats, defeating Joe Blackburn and Gallatina by Gallatin, his time being 3 minutes, 56 seconds, and 3 minutes, 52½ seconds. Frank

Forester says of Lecomte's achievements in this year that; "no more extraordinary campaign, in point of time, had ever been made in the United States, if elsewhere, and at its termination he had a right to repose on his laurels with the renown that his friends challenged for him, as of right, of being the fastest four-miler in the world." The following year he was defeated by Lexington upon the Metairie Course, being withdrawn after the first heat. The same year he won a four mile race at Natchez, beating Arrow in two straight heats in 7 minutes, 55½ seconds, and 7 minutes, 56¼ seconds, but a few weeks later was defeated by Arrow in a three-mile heat contest. He was beaten by Pryor twice and was then purchased by Mr. Richard Ten Broeck, who added him to the string which he took to England in 1856. In England he started only once, running third to the winner of the Warwick Cup, and suddenly ended his career on the turf by dying from an influenza, which also carried off his stable companion and rival, Pryor.

An imported stallion that had more renown after his death than during his life was Bonnie Scotland, who was foaled in 1853 and bred by Mr. William l'Anson. He was a rich bay with black points and a star, and stood a trifle over 16 hands high, a horse of great strength and good constitution. His dam, Queen Mary, stepped on his off front pastern when he was only a few weeks old and so seriously injured him that it was feared he was ruined; in fact, his lame leg operated to his disadvantage throughout life, preventing him from achieving the success on the turf to which his great talents undoubtedly entitled him, and also, to a considerable extent, prejudicing breeders against him when he was placed in the stud. The fact that he achieved phenomenal success, even under these discouraging circumstances, is the strongest proof of his superiority. In 1856, he ran four races only, winning two of them, the Liverpool St. Leger and the Doncaster Stakes. At Doncaster, for the St. Leger, he ran a dead heat with Artillery for second place to Warlock, the winner. After that, his lameness returning, he was brought to the United States and sold to go into the stud, first standing in Ohio and then in Kentucky. He met with comparatively little favor until General W. G. Harding bought him to take the place of Vandal at Belle Meade. His accomplishments there after he was nineteen years old, give him title to a high position as a sire. Among his most famous sons and daughters were Lobelia, Bramble, Bushwhacker, Capitola, Quartermaster, Bathgate, Luke Blackburn, Brooklyn, Joe Howell, Regulator and Baltic. His get gave good report of themselves as they began to come upon the turf. In 1875, they were winners of \$3,990, from which point they rapidly advanced until in 1878 they were winners of \$49,552, and in 1880

winners of \$137,100, carrying off about \$45,000 more money than the produce of any American sire before that time. After death the skeleton of Bonnie Scotland was presented to the Vanderbilt University at Nashville, Tenn.

Probably no American horse ever had greater fame in his day, or occupies a higher position in the history of the American turf than Lexington, that greatest son of Boston. Not only was he phenomenally successful in defeating all the great champions of his time, and in lowering records of the turf that hitherto had been considered almost unapproachable, but his get for fully a third of a century constituted the very élite of the turf. It has only been within a comparatively recent period that his supremacy, as shown through his progeny, has been shared by some of the more modern importations from England and Australia. His will always be a grand, if not the grandest figure shining forth from the pages of American turf history. In a very large measure the career of the American thoroughbred, since his time, has been a history of his family in its various branches. By far the majority of the horses that upheld the honor of American racing in the period following the close of the Civil War, when the turf was reconstituted and put upon an entirely new footing, were descended from him.

Lexington's sire, Boston, was by Timoleon, by Sir Archy, by English Diomed. As is well known, he had in him the bluest of English thoroughbred blood, in the line of his pedigree being such great horses as Hightflyer, Florizel, Fearnought, Herod, the Godolphin Arabian, the Darley Arabian, Byerly Turk, Flying Childers, and others of the most celebrated champions of the English turf of the eighteenth century and before. The dam of Lexington was Alice Carneal, who never attained to high distinction, save as the dam of this great horse. She was foaled in Kentucky in 1836, and, although in one four-mile race she ran second to Miss Foote in 7 minutes, 42 seconds, it does not appear that she ever won a race. The sire of Alice Carneal was imported Sarpedon by Emilius out of Icaria by The Flyer. Among the ancestors of Sarpedon was Mambrino, who was got by Engineer, out of a dam by Cade. The grandam of Lexington was Rowena by Sumpter, who was by Sir Archy, out of a dam by Robin Redbreast, who was by Sir Peter Teazle out of Wren. Tracing the pedigree of Lexington further, we find such cracks as Saltram, Regulus, Gray Diomed, Medley, Wild Air, Gimcrack, Bartlett's Childers, Silvertail, Ariel, Morton's Traveller and Selima.

As handsome a horse as appeared on the turf in his day, Lexington was a blood bay, about 15 hands, 3 inches high, with fore and hind feet and pasterns and a small portion of his hind legs above pasterns white. He had a distinguished air, that gave full evi-

dence of his lofty breeding, and was remarkable for his good temper. In action he was bold, free and full of power, and when in good form was exceptionally distinguished for his grandeur and beauty. He was first brought out in May, 1853, under the name of Darley, but receiving the name of Lexington the same year, appeared in December, 1853, in his three-year old form in three-mile heats on the Metairie Course, New Orleans, when he defeated Sally Waters by imported Glencoe, distancing her in the second heat, his time being 6 minutes, 23½ seconds, and 6 minutes, 24½ seconds, over a track that was very heavy. From that time on he had an extraordinary career, which, in every respect, has been unequaled in the history of American turf.

In 1854, after paying forfeit in a three-year old stake, two-mile heats, on the Metairie Course, he won the Great Stake Post Stake in two straight four-mile heats, beating his half brothers, Lecomte and Arrow, both by Boston, and also Highlander, by imported Glencoe. The course was heavy and the time slow, being 8 minutes, 8¾ seconds and 8 minutes, 4 seconds. On the 8th of April he was defeated by Lecomte for the Jockey Club Purse, upon the same course, in a race that was the fastest that, at that time, had ever been run. As a result of this race the rivalry between Lexington and Lecomte was raised to a higher pitch than ever before, and there followed first that great match against time in which Lexington ran four miles in 7 minutes, 19¾ seconds, and then the last in the trio of these sensational events when the two great sons of Boston met again on the Metairie Course and Lexington defeated Lecomte in a single four-mile heat in 7 minutes, 23¾ seconds.

This last race with Lecomte ended the short but brilliant career of Lexington on the turf. He started in all in seven races, winning six of them and earning \$56,000. In 1856, Mr. R. A. Alexander, of Woodburn, Woodford County, Ky., while in England, purchased him from Mr. Ten Broeck, paying for him \$15,000. The noble animal was taken to Woodburn, where he remained at service until his death, at an advanced age, in 1875. Although stricken with blindness soon after his retirement, he continued to be an object of affectionate interest to all lovers of the thoroughbred throughout the United States, and pilgrimages from all parts of the country were made to see him in his old age. When he died he was in a stable near the house occupied by his groom, Henry Overton, and was buried not far away. His owner had an appropriate marble shaft placed at the head of the grave, on which is recorded brief mention of his victories. Lexington proved himself to be the greatest of modern American sires; in one year alone he sired three great horses, Norfolk, Asteroid and Kentucky. For Asteroid \$50,000 were refused, Kentucky sold at one time for \$40,000, and Norfolk, when in his

racing prime, could not be bought for less than the latter amount.

Wagner, the victor over Grey Eagle in the Great Interstate race at Louisville, Ky., in 1839, was a son of Sir Charles, one of the most renowned sires in America. Sir Charles was by Sir Archy out of a dam by imported Citizen. There is no doubt that Citizen was one of the best race horses ever imported, for he ran until he was fourteen years old, carrying heavy weights, most of his races being at four-mile heats. Wagner had three crosses of Citizen's blood coursing through his veins, and two crosses from the rich stream of Sir Archy. At one time Sir Charles, his sire, had more four-mile horses on the turf than any other stallion in America. Among the most celebrated of his get were Wagner, Andrew and Trifle. The grandam of Wagner was by Commutation, his great-grandam by Daredevil, his great-great-grandam by imported Shark and his great-great-great-grandam by imported Fearnought out of Maria West by Marion, who was by Sir Archy, out of a dam by Citizen, whose dam was Ella Crump by Citizen.

Foaled in 1834, he was regarded by many as at least the equal of any other horse in America of his day, not even excepting Boston. He was a beautiful chestnut, 15½ hands high, with a white blaze on his face and two white hind feet. Early in his career he showed himself possessed of speed, courage and bottom and was a distinguished winner. When he was three years old, just after he had been defeated in a mile heat race, he was bought by Colonel John Campbell, of Baltimore, who paid \$5,000 for him, an enormous price at that time for a colt that had never won a race. Receiving the name Wagner, he was taken to Mobile. He ran the two-mile sweepstakes for three-year olds, beating Zerlina, Paul Jones and others and the same week on the same course, won a four mile purse. Next in New Orleans he won the two-mile sweepstakes and the four-mile purse and the following week walked over the Metairie Course for a four-mile purse. In fact, he won everything that was hung up all over the Southwest. In 1839, he defeated the champion of Kentucky, Grey Eagle, twice in one week. Subsequently run when he was in wretched condition he was easily beaten and then was withdrawn from the turf and placed in the stud. His owner, it is said, realized through him in purses, stakes and outside betting over \$100,000. In the stud he proved himself very successful in getting good race horses. Among the best of his get were Voucher, Gallatin, Charley Ball, Dearmond, Cordelia Reed, winner of a twenty-mile race; Lawson, Laura Spillman, Jack Gamble, Tangent, Nanny Rhodes, the dam of Nicholas I.; and many others. What is even more worthy of notice, all of his colts that went into the stud produced winners. Two of the very best get of the famous imported Sovereign were also of

the Wagner family, Childe Harold and Charleston, the former out of Maria West, the dam of Wagner, and the other out of a granddaughter of the same mare. In his later years Wagner was owned by Mr. John M. Clay, who had him in the stud at his historic place near Ashland, Ky.

Grey Eagle, upon whom the hopes of Kentucky rested in the great race with Wagner just referred to, and in another chapter fully described, was appropriately named from his color, which was a fine silvery grey. He was a son of Woodpecker, who was by imported Dragon. His dam was Irby's Daredevil mare, his grandam by Fearnought. Among his ancestors were Wild Medley, Old Medley, imported Granby and imported Janus. He was a horse of almost perfect symmetry, nearly 16 hands high, with a beautiful flowing tail and mane. In his three-year old form he won two races of two-mile heats, the first in 3 minutes, 41 seconds and 3 minutes, 43 seconds, and the other in 3 minutes, 48 seconds and 3 minutes, 44 seconds. Before his great races with Wagner, in the second of which he broke down, he was believed to be equal to anything in America, both for bottom and speed.

A horse that in the fifties was held to be a fair rival of Lecomte and Lexington was Arrow. He was a stable companion of Lexington and in the challenge issued for the latter in the great match against Lecomte's time of 7 minutes and 26 seconds in 1855, was named to start in place of Lexington, in case that horse should be amiss on the day of the trial. Such was the confidence that Mr. Ten Broeck had in him. Arrow was another son of Boston, got in 1850 out of Jeanneton, being, therefore, a half brother of Lecomte and Lexington. Jeanneton was by imported Leviathan. The grand dam of Arrow was by Stockholder, who was by Sir Archy, out of imported Citizen. Stockholder traced back to Old Janus, Old Fearnought, Apollo, Silver-eye and Jolly Roger. The Boston and Sir Archy pedigrees have been given so frequently in these pages that they need here only be referred to. Citizen was by Pacolet, out of Princess, and traced to Young Cade, Crab and others. In the pedigree of Arrow were also included such noted horses as Regulus, Liberty, Imported Cassandra and the Godolphin Arabian.

When Arrow first appeared on the turf in the fall of 1852, he signaled his debut by taking a two-year old sweepstakes at mile heats, beating a Boston and a Belshazzer filly in 1 minute, 51¾ seconds and 1 minute, 50 seconds. During 1853, he won three races out of the four in which he started, twice at mile heats and once at three-mile heats. On the Metairie Course in January, he won mile heats, the best three out of five, the time of the five heats that were run being 1 minute, 55 seconds, 1 minute, 55 seconds, 1 minute, 53¾ seconds, 1 minute,

57½ seconds and 1 minute, 57½ seconds. On the same course in April, he won three straight mile heats in 1 minute, 52½ seconds, 1 minute, 51¼ seconds and 1 minute, 51¾ seconds, beating Hilariot by Glencoe and Pickaway by Boston. On the Pharsalia Course at Natchez, he won the Association Purse for all ages, three-mile heats, beating Mary Taylor by Sovereign, Wade Hampton by Boston and Hugh French by Glencoe, in two straight heats, the time being 5 minutes, 51½ seconds and 5 minutes, 53½ seconds. He came out in his four-year old shape in January, 1854, on the Metairie Course in a sweepstakes for all ages, a single four-mile, beating Little Flea and White Eagle, both of whom were by Grey Eagle, his time being 7 minutes, 39 seconds. For the Jockey Club Purse, three-mile heats, over the same course, he ran second to Blonde by Glencoe out of Cherry Elliot by Wagner. Running in the Great State Post Stakes in April of the same year, he met Lexington, Lecomte, and Highlander in a four-mile heat race and was distanced in the first heat.

In 1855, after he was used to put Lexington to speed in the match against Lecomte's time, he ran for the Jockey Club Purse over the Metairie Course in April, when he was beaten by Brown Dick, the time of the winner in the two heats being 5 minutes, 30¾ seconds and 5 minutes, 28 seconds. Arrow gained laurels, even though he was defeated, being not more than half a second behind in the second heat. He next lost four-mile heats to Lecomte in 7 minutes, 55½ seconds and 7 minutes, 56¾ seconds, but afterward, however, achieved his greatest glory by defeating Lecomte himself for the Jockey Club Purse at three-mile heats, Lecomte taking the first heat in 6 minutes and Arrow the second and third heats in 5 minutes, 59 seconds and 6 minutes, 3 seconds. Another one of his great victories was his defeat of Little Flea in the Jockey Club Purse of three mile heats on the Metairie Course. Little Flea was by Grey Eagle, out of an imported dam by Actæon. The first heat was won in 5 minutes, 33¼ seconds by Little Flea, the second and third heats being carried off by Arrow in 5 minutes, 36 seconds and 5 minutes, 43½ seconds, the time being the best on record at three mile heats.

One of the most famous stallions of Westchester County, N. Y., in the fifties was imported Mango, who belonged to Messrs. J. & A. Bathgate, of Morrisania. He stood several seasons at the Bathgate Farm and was as highly esteemed as any stallion of that period. Bred in 1834, he was imported to the United States by Mr. Thomas Betts in 1857. He was got by Emilius out of Mustard by Merlin. His grandam, Morell, sister to Truffle, was by Sorcerer. His great-grandam, Hornby Lass, was by Buzzard. No better pedigree than his existed in the English Stud Book, for he had

crosses of King Herod, Partner, Bay Bolton, the Darley Arabian, the Byerly Turk and Place's White Turk. He was brother to Captain Rock, Curfew, Pickle, Preserve, Marmalade and other good English thoroughbreds of the early part of the century.

On the turf he had some important events to his credit. He walked over for a sweepstakes at Newmarket, won the Derby at Ascot and the same day won a handicap. He was also the victor in a sweepstakes at Ascot, beating Ratrap and others. At Stockbridge he won a sweepstakes, and at Doncaster won the great St. Leger from a full field. At the first October meeting at Newmarket he won the St. Leger and at the second October meeting at the same place was only beaten by a head by Velure for the Gordon Stakes, 2 miles, having given Velure fourteen pounds. At the Newmarket Craven Meeting he won the Claret Stakes, for which he was a favorite, at 5 to 2. He was considered one of the best horses of his year and second to none of the sons of Emilius, who was the sire of no less than 520 winners. In the stud he was also very successful, nearly all of his get becoming winners. He was the sire of Negreta, the best horse ever bred in Belgium. For several years after 1852 he was the property of the King of Belgium, who paid \$21,000 for him. Afterward, in 1856, he was bought back by Colonel Blyth for the Hampton Court Stud, and not long after came to this country. In the United States he was not less successful than he had been abroad and he added a valuable strain of blood to the already existing families of American thoroughbreds, his crosses with the purely American stock being productive of good results.

No son of Revenue ranked higher than Ducalion. He was out of The Queen, by imported Priam, a Derby winner. His grandam was Delphin, by Whisker, winner of the Derby and own brother to Whalebone. His great-grandam was My Lady, by Comus, out of The Colonel's dam by Delphin, and further back on the maternal side he traced to Young Marske, Regulus, Lord Morton's Arabian, Bay Bolton, Coneyskins and the Byerly Turk. His dam, The Queen, was one of the most distinguished race mares in the United States, at all distances, from one to four-mile heats. She was full sister to Monarch, equally distinguished, and both were bred at the royal stud at Hampton Court. Her grandam, My Lady, was the dam of the distinguished English race horse and stallion, Jared, and also the dam of imported Passenger. My Lady's dam was also dam of The Colonel, winner of the St. Leger, one of the most distinguished racers and stallions in England. On the whole, the pedigree of Ducalion was remarkable for its richness and ranked among the best to be found in the English Stud Book.

Ducalion was a horse of fine proportions, taller than

his sire, Revenue, and his grandsire Trustee, more than two inches taller than imported Medley and those renowned English stallions, Trumpator and Whalebone, and more than five inches taller than the famous four-mile horse, Gimcrack. Some brilliant performances on the turf were to his credit. In October, 1856, he ran a race of two-mile heats over the Fairfield Virginia Course in 3 minutes, 52½ seconds, and 3 minutes, 56 seconds, beating a field of four others. In the December following he beat Sally Roper in a match of two-mile heats, in 3 minutes 59½ seconds, and 4 minutes 4 seconds. His best two-mile heat was at Fairfield, Va., in May, 1857, 3 minutes, 50 seconds. Over the Newmarket Course, at Petersburg, Va., he won the Jockey Club Purse, three-mile heats, beating Engineer and Franklin on a heavy track, in 5 minutes, 57½ seconds for each of the two heats. He stood in the stud of Colonel Nathaniel A. Thompson, of Ashland, Va., and was very successful.

Pryor, who was held to be a worthy representative of the American turf, when Mr. Richard Ten Broeck initiated his English campaign in 1856, and who was one of the principal members of Mr. Ten Broeck's string, was a son of imported Glencoe. He was got in 1852, out of Gypsey, own sister to Medoc by American Eclipse. His grandam was Young Maid of the Oaks by Expedition; his great-grandam Maid of the Oaks by Spread Eagle; his great-great-grandam by Shark; and still further back his grandams were by Rockingham, True Whig, Gallant, Regulus and Diamond. His great-grandsire, Expedition, was by Pegasus, out of Active by Woodpecker, and through this line of descent he traced to Eclipse, Makeless, Herod, the Lonsdale Arabian, the Darley Arabian, the Byerly Turk, Place's White Turk, the Godolphin Arabian, and other heroes of the English turf. Through Spread Eagle, who was the son of Volunteer by Highflyer, the blood of Engineer and Cade coursed in his veins. Through others of his ancestors, his descent was from Marske, Marlborough, Partner, Morton's Traveller, Greyhound, White Turk, imported Fearnought, Regulus, the Darley Arabian, the Godolphin Arabian, Herod, Hercules, Crab, Hautboy and others. His pedigree was one of the best of any American thoroughbred, being traced in all its different lines to English horses of unimpeachable character.

Curiously enough, little seems to have been known about Pryor until he was brought out in his two-year old form. His color was a dull chestnut and he was a solidly built, compact animal. After he went to England, the question of his age was raised by some of the turf authorities there and a considerable controversy ensued, but in the end it was satisfactorily established that he was at that time in his fourth year. The position taken by the English turfmen and turf writers in regard to this matter occasioned a great deal of unfavor-

able comment at that time, as being scarcely sportsmanlike. In the end, affidavits from the owner, breeder, trainers and others, who were familiar with Pryor's history, were necessary before the suspicions of the English turfmen could be allayed. As a two-year old, Pryor made his début on the Metairie Course at New Orleans, when he was entered for the Picayune Stakes, mile heats. Upon this occasion he met La Dame Blanche by Voucher out of Lady Jane by imported Leviathan, and Melody by Voucher out of Music. He won the race in the second and third heats, his time being 1 minute, 50 seconds, and 1 minute, 56¼ seconds, the first heat being taken by La Dame Blanche in 1 minute, 50 seconds.

At the same meeting he ran for a sweepstakes, mile heats, against Minnow by Voucher out of Dolphin by Leviathan; Bundle and Go, out of a Medoc dam; Mary Bertrand by Glencoe and Belshazzar by Pacific out of Laura. The pace of this race was too hot for him, the winner, Minnow, making the two final heats out of the three in 1 minute, 46½ seconds, and 1 minute, 48½ seconds. In the autumn of the same year he was again defeated by Minnow for the Jockey Club Purse, two-mile heats, for three-year olds, the time of the two heats being 3 minutes, 43 seconds, and 3 minutes, 36 seconds. A month later, in December, he ran two-mile heats in 4 minutes, 13 seconds, and 4 minutes, 17 seconds, beating Corinne by imported Glencoe and Red Ox by Pat Galway. In the spring races, on the Pharsalia Course, in Natchez, in 1855, he was put up against Lecomte. Little was expected of him, for his defeats by Minnow, in the previous year, had seemed to indicate that he was not a horse of superior form. He had begun to develop considerable fleetness, but, on the whole, was regarded as a rather desperate chance in attacking so formidable a rival as the renowned Lecomte, with the 7 minutes, 26 seconds, record to his credit. There was little betting on the result, and that was mostly 100 to 20 and 100 to 15 on Lecomte.

The race was four-mile heats, and the track was very heavy. Both horses were in the pink of condition. When the first heat was started Pryor led off, but soon fell back two or three lengths behind his rival, maintaining that place until the last half mile of the heat, when, by a terrific burst of speed, he passed Lecomte and ran home at a pace that could not be challenged, winning the heat by fully a clear length. The time for the heat was 7 minutes, 47 seconds, the different miles being covered in 2 minutes, 1 minute, 57 seconds, 1 minute, 58 seconds, and 1 minute, 52 seconds. Now he was backed heavily at even to win, and the result of the second heat justified this new confidence in him. The second was almost a repetition of the first heat, save that it was faster. Pryor lay back until the last half of

the fourth mile, then made his dash and came in an easy winner. The time of the heat was 7 minutes, 44½ seconds, the time of the first two miles being each, 1 minute, 56 seconds, the third mile 1 minute, 58 seconds, and the fourth mile 1 minute, 54 seconds. One month later, over the Metairie Course, he again beat Lecomte in three-mile heats, winning the second and third heats in 5 minutes, 59½ seconds, and 6 minutes, 12 seconds. In June, 1856, he contested the Jockey Club Stakes of the Fashion Course, on Long Island, four-mile heats, with Floride by Wagner, winning in two straight heats, upon a heavy track, in 8 minutes, 17¾ seconds, and 8 minutes, 19 seconds, his best time for a mile being the fourth mile of the second heat, which he ran in 1 minute, 56½ seconds. In July of the same year he was taken to England, where he died before he was able to show what he might have been capable of there.

After the death of the great Lexington, imported Leamington stood at the head of thoroughbred stallions in America. He was bred in England by Mr. W. Halford. He was got by Faugh-a-Ballagh, his sire being a son of Hercules and Guiccioli and the winner of the Doncaster St. Leger and Cesarwitch Stakes in 1844. His dam was by Pantaloon out of Daphne by Laurel. Leamington made his first appearance on the turf in 1855 as a two-year old, winning the Woodcote Stakes at Warwick. After several unsuccessful runnings at other meetings he carried off the Chesterfield Stakes at the Derby meeting. In his three-year old form his first race was in the Epsom Derby, for which he had been heavily backed, but he was beaten by Ellington. He won the town plate at Warwick and the Stewards' Cup at Shrewsbury, and was beaten in six small handicaps. For the Chester Cup of 1857 he started second favorite in a field of thirty-five horses and won with the greatest ease. At Ascot he was not placed for the Gold Cup that was won by Skirmisher, but at Goodwood, with the tremendous odds of 100 to 3 against him and carrying 118 pounds, he won the Goodwood Stakes, two miles and a half, from a field of eighteen, among whom were Fisherman, Gunboat and Pretty Boy.

In his five-year old form he ran unplaced for the Cesarwitch Stakes at Newmarket and did not appear again until he was entered for the Chester Cup of 1859, when he was six years old. He started first favorite at 5 to 1 in a field of thirty-three starters, among them Prioress, Fisherman, Roman Candle, the winner of the Goodwood Stakes the year before; Rogerthorpe, winner of the Goodwood Cup in 1856; Polestar, Underhand and many other good horses, and won in a canter by two lengths. At Ascot, for the Queen's Gold Vase, he was second to Schism, and, at Goodwin, ran unplaced to The Promised Land for the Cup. This was his last race, for

he soon after broke down in his training and was sent to the stud. For five years, beginning with 1860, he stood at Rawcliffe's stud paddocks, near York, but was not regarded as a successful stallion, owing, doubtless, to his powers having been overtaxed in his early turf career. Among others of note whom he sired in England were Coup d'Etat, Catalogue, Bella, Lady Sefton, Leicester, Bolero, Rebecca, Variation, Esmeralda, Scipio, Haymaker and Percussion.

In 1865, Leamington was purchased by Mr. R. W. Cameron, of the Clifton Stud, Staten Island, N. Y., who paid \$7,875 for him. His first season was spent in Kentucky at General Abe Buford's farm, Bosque Bonita. During this season he got twelve foals, among them those great racers, Longfellow, Lynchburg, Lyttleton and Enquirer, whose subsequent careers were as brilliant as those of any American thoroughbreds of this generation. Lyttleton and Enquirer were respectively out of Fanny Holton and Lida, both of whom were Lexington dams. His next three seasons were spent at Staten Island, where he was not very successful, Eolus, Elsie and Inverary being the best of his produce. In the fall of 1869, Mr. Aristides Welch, of Chestnut Hill, near Philadelphia, purchased him and proceeded to breed him largely to the best daughters of Lexington, believing that therein lay his greatest value as a stallion. His get matured early and developed the rare speed that made him so formidable in his four-year old form. Among the most famous of his progeny were Reform, Netty Norton, Ida Wells, Aristides, Rhadamanthus, Lelaps, Bob Woolly, Parole, Faithless, Pappoose, Iroquois, Girofle, Onondaga, Lucifer and Mineola. He died in 1878, very unexpectedly, at the age of twenty-five. He was a horse of great size, standing 16 hands, 2 inches high and of a dark brown color.

Another example of the value to be derived from the union of the newer Australian blood with the older Lexington and Glencoe has been seen in Spendthrift. Foaled in 1878 by Australian out of Aerolite, Spendthrift had as good blood as any, even the most famous, American thoroughbred could boast. Australian, son of West Australian and Emilia, and Aerolite, daughter of Lexington and Florine by Glencoe and Melody, gave him crosses of the greatest American and English pedigrees. He traced to Matchem in the paternal line and had the blood of Herod and Eclipse, as well as that of later ancestry of the foremost rank. It has been said of him that he "was one of the best race horses ever stripped on this continent and one of the finest specimens of thoroughbred horses ever foaled." As a two-year old he won in every event in which he was started. In his three-year old form he won the Belmont and the Lorillard Stakes and the Champion Stakes at Monmouth Park. His victory for the Lorillard Stakes was one of

the finest ever seen for that event, in the field of eleven which he defeated being Harold, Monitor, Magnetism, and others. For the Travers and the Kenner Stakes he was beaten by Falsetto. Purchased by Mr. James R. Keene, he was sent to England, but was not successful there, although he was started for the Cambridgeshire. Being returned to this country, he was relegated to the stud after he had run several races. He has been more famous through his get than through his own performances. His most celebrated get have been Kingston, Lamplighter, Pickpocket, Speedwell, Lazzarone, Defaulter, Prodigal, Golden Reel, Speculation, Bankrupt and Stockton. In 1893, sixty-two of his sons and daughters started in 1,055 races, being first in 113, and in the following year fifty of his get started in 652 races, of which they won 83.

Son of Eolus and War Song, the bay horse St. Saviour had in his pedigree, on both the paternal and the maternal lines, some of the most acceptable thoroughbred blood. His dam, War Song by War Dance, was also the dam of Eole, Eolis, Eola and Eolo. Through War Dance, by Lexington out of Reel, he had the famous Glencoe-Gallopade cross. Through Faugh-a-Ballagh,—the sire of Leamington—and Birdcatcher,—the sire of imported Knight of St. George, who was the sire of his second dam, Eliza Davis—he had the great double cross of Eclipse. His third dam, Melrose, transmitted to him a strain of the good Melbourne blood. St. Saviour was foaled in 1881 and bred by Colonel R. J. Hancock, of Virginia. As a three-year old he ran four races, of which he won three. For the Emporium at Sheepshead Bay, $1\frac{1}{2}$ miles, he was second to Rataplan. He won the Barnegat Stakes at Monmouth Park in 2 minutes, 40 seconds, beating Duchess, Bob Miles and Himalaya, and also carried off the Raritan Stakes in 2 minutes, $11\frac{1}{2}$ seconds. This ended his career on the turf, and he was retired to the stud, where he has produced such winners as Zobair, Gilead, De Bracy and Monita.

Three horses that made the greatest stir in the racing world toward the close of the Civil War were the three sons of Lexington, Kentucky, Norfolk and Asteroid. Kentucky was bred at Ashland by Mr. John M. Clay. He was out of Magnolia, a daughter of the famous Glencoe. When he was two-years old, in October, 1863, he won his first race at Paterson, N. J. In the summer of the following year he met and was defeated by his half-brother and rival, Norfolk, in the Derby Sweepstakes, $1\frac{1}{2}$ miles. He was sold to Mr. John F. Purdy, and afterward became the property of Mr. W. R. Travers. Few horses ever had a more brilliant career on the turf, and for many years he defeated every competitor against whom he was matched. In later years he was sold to Mr. Leonard W. Jerome for \$40,000, and then became the property of Mr. August Belmont. In October, 1867,

he was backed to run against time, four miles in 7 minutes and 20 seconds, carrying 120 pounds. The trial took place October 17 of that year, in the presence of 20,000 people, at Jerome Park, and the noble stallion, who was badly ridden, failed in his attempt by $11\frac{3}{4}$ seconds.

Norfolk, got by Lexington, was out of Novice, another daughter of Glencoe. After defeating Kentucky in 1864 he was taken to California by his owner, Mr. D. D. Withers, and there won greater triumphs than he had achieved in the East. His contests with Lodi, who was a son of Yorkshire, were among the most brilliant racing events ever known in California, and even attracted the attention of sportsmen in the East and in England. At the first meeting of these two great horses at the Union Park, Sacramento, September 18, 1865, Norfolk was successful in winning a race of two-mile heats. Five days later the two horses again met and then occurred one of the most terrific struggles ever recorded in the annals of the turf. The first heat was won by Norfolk in the unprecedented time of 5 minutes, $27\frac{1}{2}$ seconds, with Lodi closely lapped upon his quarter. Norfolk also won the second heat in 5 minutes, $29\frac{1}{2}$ seconds, Lodi gaining upon his competitor as he came down the homestretch, with the right forefoot spurting blood at every stride.

The third of these remarkable half-brothers was Asteroid out of Nebula, another daughter of Glencoe. He was bred by Mr. R. A. Alexander, of Woodburn, and first distinguished himself on the turf by defeating Loadstone at Louisville, running the first mile of the second heat of a two-mile race in 1 minute, 44 seconds. Discussion as to the relative merits of Kentucky and Asteroid was very animated among horsemen, and in time assumed the proportions and character of the historic thoroughbred controversies between the North and South in the earlier part of the century. In this case it was again the South against the North, and in 1866 Asteroid came to Jerome Park, where he was entered for the Inauguration Stakes in September of that year. Kentucky had been entered for the same race, and expectation and speculation ran high over what promised to be one of the great racing events of the period. People came from all parts of the country to New York to witness the contest, and large amounts of money were staked upon its outcome. Unhappily, however, disappointment was in store, for before the date fixed for the race, Asteroid in a trial gallop in the mud sprung a tendon and broke down. His career as a racer thus having been brought to an end, he returned to the West and entered the stud.

One of the romantic incidents of the Civil War pertained to the attempted carrying off of Asteroid from the Woodburn Farm. The guerillas, as well as the regular troops of the two contending armies, all had an affection

for the horses of Kentucky that was particularly manifested by their selection of thoroughbreds whenever they could lay hands upon them. A company of raiders seized Asteroid and made off with him. The owner and his friends followed in hot pursuit, and overtaking the guerillas, entered into negotiations for the return of the animal. With arms in hand a final treaty was arranged, by virtue of which the son of Lexington was released in exchange for two other horses that were of good quality, even if they lacked the family distinction and the pedigree that pertained to the choicest and most valued denizen of the Woodburn stable. At the time when Asteroid was carried off the artist Troye was engaged in painting his portrait, and his principal grievance at the guerillas was because of the interruption of his work. After the recovery of the horse this portrait, in which his trainer, old Ansel, and his jockey, Brown Dick, are introduced, though on a reduced scale, with the quaint idea of not detracting from the superior importance of the animal, was completed and for years remained the property of the Alexander estate.

Foaled in 1867 by imported Leamington out of Lida, by Lexington, Enquirer was one of the great stallions of the last quarter of the nineteenth century on the American turf. Among his ancestors were many of the leading thoroughbreds of England and America. Through Leamington, as has been set forth on a preceding page, he traced to the great cracks of the English turf. The pedigree of Lexington, the sire of his dam, is familiar to every one at all acquainted with the history of the turf. Lize, his maternal grandam, was a daughter of the famous American Eclipse, son of Duroc, and her dam was Gabrielle A., daughter of Sir Archy and Calypso. Neither Lida nor Lize were ever trained, but Gabrielle was a good race mare and was the dam of the great four-miler, who defeated Reel and Hanna, the best four-mile heat racers of their day. Bred at the Bosque Bonita Stud of General A. Buford, Enquirer first bore the name Louisville, but afterward received the name of Enquirer, in honor of the Cincinnati newspaper of that name. As a two-year old he won a single race out of the three in which he started. The following season, 1870, he won all the events in which he took part, six in number, among them being the Phoenix Hotel Stakes, the Robins Stakes, two-mile heats, in 3 minutes, 56½ seconds, 3 minutes, 54½ seconds, and 4 minutes, beating Kingfisher; and the Kenner Stakes, two miles, in 3 minutes, 48¼ seconds.

His first appearance in the East was in the race for the Continental Hotel Stakes at Monmouth Park, when he defeated Maggie B. B., Susan Ann and Lynchburgh. In the autumn of this year he broke down while in training and was retired to General Buford's stud. In 1879, he became the property of General Harding and was added

to the Belle Meade Stud. His success in the stud was remarkable. During the eighteen years from 1875 to 1893, his get won \$566,174. Several of his daughters became the dams of distinguished race horses. His daughter, Mannie Gray, was the dam of Domino; Endless was the dam of Boundless, who won the American Derby, 1½ miles, in 2 minutes, 36 seconds, defeating Clifford, Ramapo, Don Alonzo and St. Leonard; Exile was the dam of La Grande and others of his daughters threw Correction, Saxony and others. Enquirer was also the sire of Inspector B., Falsetto, Egmont, McWhirter, Lizzie McWhirter, Getaway, Harkaway, Pinafore, Reporter, Little Phil, Caligula, Enigma and numerous other good ones. Falsetto, Inspector B. and McWhirter were the best of his get. Through Falsetto his memory has been perpetuated in this generation by Dewdrop, Rupert, Fordham, Portchester, Counter-Tenor and others.

Longfellow, son of Leamington and Nantura, rivaled even the immortal Lexington in popularity. Throughout his long and brilliant career he was the equine idol of the United States, and was elevated to a pinnacle of admiration, such as it has been the fortune of but few thoroughbreds to attain, either in this country or in Europe. To this day old turfmen and even those who have had no more than the merest acquaintance with the race course, hold him in fond remembrance. His sire, who contested with Lexington the honors of the stud in this country a third of a century ago, endowed him with the best equine blood of England. His dam, Nantura, was by Brawner's Eclipse out of Quiz. Brawner's Eclipse was a son of American Eclipse, by Duroc, and out of a daughter of Henry and Young Romp. Quiz was a daughter of Bertrand and Lady Fortune, Bertrand being by Sir Archy out of Eliza, while Lady Fortune was by Brimmer out of Woodpecker's dam. It has been pointed out that his pedigree is full of those "old-fashioned, hard-bottomed American crosses founded on early importations, and is one of the most thoroughly American pedigrees in existence, being full of four-mile crosses." In the person of Brawner's Eclipse was united the blood of those great rivals, American Eclipse and Sir Henry, and with them four crosses of Diomed and two of Messenger. Nantura was bred by Mr. A. J. Holton, of Kentucky, in 1855, and was a first-class performer on the turf, being particularly successful in winning two-mile heats. In the stud she produced Fanny Holton by Lexington, Exchange by Endorser, Longfellow by Leamington, Germantown by Planet and other good ones. She died in 1873.

Longfellow was foaled in 1866. He was a handsome brown horse, 15 hands, 3 inches high, with a large blaze on the face and both hind fetlocks white. He was not graceful in motion, but had a lengthy stride and, when

fairly extended, his style was everything that could be asked for. Few horses on the turf were more easily managed, or had a more agreeable disposition, which probably accounts to some extent for the high esteem in which he was held by the public. In his three-year old form he ran five races, winning three of them, the Produce Stakes at Lexington, two-mile heats, in 3 minutes, 43¼ seconds, and 3 minutes, 44 seconds; the Ohio Stakes at Cincinnati, two-mile heats, in 3 minutes, 37½ seconds, and 3 minutes, 55½ seconds; the City Stakes at Nashville, Tenn., two-mile heats, in 3 minutes, 41¾ seconds, and 3 minutes, 41 seconds; the Post Stakes at Memphis, Tenn., two-mile heats, in 3 minutes, 40¼ seconds and 3 minutes, 40 seconds. The next year he was first in five races and second in one, his successes being a two-mile heat race at Lexington, Ky.; the Monmouth Cup race at Long Branch, two and one-half miles, in 4 minutes, 41¼ seconds; the Saratoga Cup race, in Saratoga, two and one-quarter miles, in 4 minutes, 2¾ seconds; the purse race at Saratoga, two and three-quarter miles, and the Jockey Club Purse race at Lexington, Ky., two-mile heats, in 3 minutes, 38¾ seconds, and 3 minutes, 41¼ seconds.

In 1872, he won four out of the five races in which he started, including the Monmouth Cup at Long Branch, two and one-half miles, in 4 minutes, 34 seconds; and the Jersey Jockey Club Purse, mile heats, in 1 minute, 56¼ seconds; 1 minute, 54 seconds, and 1 minute, 43¾ seconds. His victory over Harry Bassett for the Monmouth Cup established his reputation as a great racer more firmly than ever before, and that was followed by the smashing race for the Saratoga Cup, which has been called "one of the most savage struggles in racing annals," and out of which he came a wreck. Entering the stud in 1873, this great son of Leamington produced in the first season Leonard, Oddfellow and Lady Salyers; Leonard won the Saratoga and Nursery Stakes as a two-year old. Other of his famous progeny have been Edinburgh, Long Taw, Irish King, Thora and Leonatus.

Served in England, Babta, the dam of Glenelg, foaled her colt in this country the following season. She was imported along with Leamington, and Glenelg was dropped at Mr. R. W. Cameron's breeding establishment on Staten Island, N. Y., in the early spring of 1866. Citadel, the sire of Glenelg, was a large, handsome horse by Stockwell out of Sortie, who was out of Escapade, daughter of Touchstone and Ghuznee, winner of the Oaks in 1841. Babta was a small bay mare, bred by Sir J. B. Mill in 1858, and never achieved a record on the turf. She was sold by Mr. Cameron to Mr. August Belmont, afterward became the property of Mr. Pierre Lorillard, and was shot as useless in 1882. Glenelg was bought as a yearling by Mr. Belmont and made his debut in 1869 in a match race of one mile with Mr.

Leonard W. Jerome's filly Rapture, winning the race with ease. His career from that point on was one of brilliant success and it was at one time said of him that "his record proves him to be the best imported horse which has run upon the American course." He met the greatest performers of his time and was generally successful.

In 1871, Glenelg appeared eighteen times, winning ten races, coming in second four times and third three times, being once unplaced. This was the year of such great performers as Helmbold, Hamburg, Preakness, Judge Curtis, Vespucius and others, and yet Glenelg held his own with the best of them. Breaking down in 1872, he was sold to Mr. M. H. Sanford, for the North Elkhorn Stud, the sum of \$10,000 being paid for him, with the mares Ulrica and Finesse thrown in. He made his first season in 1873, and some of his progeny became distinguished performers on the turf. Chief among them were Danicheff out of Salina, General Philips out of La Polka, Herbert, who was first called Tom Plunkett, Ada Glenn out of Catina, and Belinda out of Madam Dudley. Glenelg was a blood bay, without a speck of white, with black points, and stood a little more than 16 hands high. He was a large, heavily built horse, and his produce have been distinguished for strong constitutions, stout bodies and a generally handsome blood-like appearance.

Luke Blackburn, who was probably one of the fastest horses that the world has ever seen, ranked in his day with Lexington, Cremorne, Gladiateur, Longfellow, Hindoo and others of that class. He had to his credit some of the most remarkable conquests in modern turf annals, and that, too, in the face of discouragements and misfortune that might easily have proved his ruin. Foaled in 1877, he was the son of imported Bonnie Scotland, dam Nevada. The pedigree of Bonnie Scotland has been elsewhere given in these pages, where it is shown that his blood was of the best that the English thoroughbred could boast. Nevada, who was one of the greatest daughters of Lexington, was out of Lightsome, her dam being by imported Glencoe, and out of Levy, the parents of the latter being imported Trustee and the dam of the famous Vandal. Luke Blackburn was bred at Kenesaw, the establishment of Captain James Franklin. He was not a promising yearling, either in size or appearance, and, in fact, was an object of ridicule by many who saw him. When he was a year old, he was sold to Mr. James T. Williams for \$510, and in the following spring was put into regular training, and to the surprise of everybody developed extraordinary speed. It was when he indicated this promising future that he was named Luke Blackburn in compliment to the Governor of Kentucky.

As a two-year old he ran thirteen races and won only two, which somewhat dampened the ardor of those who

had placed great faith upon him. He was probably overworked, and thus lost his speed, and also had to contest with some very fast and experienced ones. The Messrs. Dwyer Brothers next came into possession of him, and he was put into training in Louisville, but fell into ill health, so that his training finally had to be practically abandoned. In the single race that he ran, the Phoenix Hotel Stakes, at the Lexington Spring Meeting, he came in third to Fonso and Kinhead. When he was brought on to the spring meeting at Jerome Park that year he was still unpromising, but won five races under favorable conditions, beating such horses as Checkmate, Monitor and others. Beginning with the first meeting at Sheepshead Bay, he achieved distinguished success, his victories including the Tidal Stakes in 1 minute, 45 seconds, the Coney Island Handicap in 2 minutes, 24½ seconds, the Ocean Stakes in 2 minutes, 3½ seconds, the All Aged Stakes, the Grand Union Prize, the Kenner Stakes and two short-distance purses at Saratoga; later at the autumn meeting, at Sheepshead Bay, he won the Great Challenge Stake and the Long Island St. Leger, and then at Louisville won the Kentucky St. Leger and the Great American Stallion Stakes. Altogether during the year he ran twenty-four races, winning twenty-two of them and carrying off \$46,975. In only one instance was he beaten by a horse whom he did not afterward defeat; that one was Fonso, whom he never chanced to meet a second time. He became a great favorite on the turf, perhaps no horse, except Longfellow, attaining to such a high degree of popularity with the public at large. After being withdrawn from the turf he was put into the stud at General Jackson's Belle Meade Farm.

During one brief season Monarchist trailed in the dust the colors of his half brother, the great Harry Bassett. His name will forever stand high on the list of the greatest sons and daughters of Lexington, challenging interest and admiration with Idlewild, Asteroid, Norfolk, Kentucky, Harry Bassett, Duke of Magenta and others. The dam of Monarchist was Mildred, whose family in its various branches transmitted some of the best blood in America. The grandam of Mildred was the dam of Vandal and Alaric, while her dam, Levity, was also the dam of such famous horses as Runic, by Sovereign, Lightsome by Glencoe, and Lever and Legatee, by Lexington. Mildred was a bay mare bred in 1856 by the Honorable W. A. Dudley, of Kentucky. She was never seen upon a race course, but was sent to the stud when two years old.

Monarchist was bred at the Woodburn establishment, and was sold as a yearling to Mr. M. H. Sanford for \$1,900, having been foaled in 1868. In his three-year old form he started out by winning the Handicap for all ages, mile heats, at Monmouth Park, in August, 1871, in 1 minute, 50 seconds, 1 minute, 52¼ seconds, and 2

minutes, 2½ seconds. His other successes of this season were the Annual Sweepstakes at Jerome Park, two miles, in 3 minutes, 53½ seconds; the Grand National Handicap, at Jerome Park, two and one-quarter miles, in 4 minutes, 9 seconds, and the Post Stakes, all ages, at New Orleans, two-mile heats, in 3 minutes, 53½ seconds, and 3 minutes, 49½ seconds. During this, his first season on the turf, he ran eight races, being first by the post in four, second in three and unplaced in one, winning \$10,360. The following year he ran nine races, in eight of which he was successful, winning \$13,550, and being third in the remaining race. He started out by winning a one and one-half mile race at New Orleans, in 2 minutes, 44¾ seconds, following this by taking the Metairie Cup, two and one-quarter miles, in 4 minutes, 12 seconds; the Grand Inaugural Post Stakes, at New Orleans, two-mile heats, in 3 minutes, 39 seconds, and 3 minutes, 44 seconds; the Louisiana Stakes, at New Orleans, two-mile heats, in 3 minutes, 44½ seconds, and 3 minutes, 40 seconds, and the Mansion House Stakes, at Monmouth Park, two and one-half miles, in 4 minutes, 47¼ seconds. Then came his two famous victories over Harry Bassett, at Jerome Park, three miles, in 5 minutes, 34½ seconds, and four miles in 7 minutes, 33½ seconds. He closed the season by winning a three-mile race at Baltimore, in the slow time of 6 minutes, 1¾ seconds.

While in training for the spring meeting, at Jerome Park, in 1873, he broke down and was removed from the turf. Entering the stud, he was successful there for the next ten years. His death occurred in 1883. Among his most successful progeny were Monarch, Aristocrat, Frankie B., Experiment and Marchioness. Although he was on the race course only two seasons, he left a reputation of being one of the best race horses of the decade in which he appeared. He was a blood bay with star and snip, and stood 15 hands, 3 inches high. One of his most striking features was his close likeness to his more famous father. Indeed, so conspicuous was this that he was called a Lexington of Lexingtons. In the stud he transmitted some of the best qualities of the Lexington blood to his descendants.

Foaled in 1873, Mollie McCarthy, who died in 1883, was during the ten years of her life one of the foremost favorites of the turf in California. Her sire was Monday, son of Colton, who was by Lexington, out of Topaz by Glencoe, Topaz being out of Esmerelda by Leviathan. The sire of Leviathan was Reubens by Buzzard out of the dam of Alexander, her dam being a daughter of Highflyer, Herod's best son, while Alexander was a son of the great Eclipse. Mollie Jackson, the dam of Monday, was by Vandal. The dam of Mollie McCarthy was Hennie Farrow by Shamrock out of Ida, who was by imported Belshazzar out of Madam Bosley by Sir Richard

Tonson, one of the four famous brothers of the celebrated Tonson family of Tennessee. Mollie McCarthy was a remarkably handsome horse, muscular, and with all the marks of her high-bred origin. Taken to California, she was eminently successful on the turf there, defeating all the best horses against whom she was engaged and pushing herself rapidly to the front as a popular favorite. Finally having swept everything before her, the California turfmen came to believe that she had developed a speed that would give her the right to try conclusions with the best horses of the East, even as she had defeated the champions of the Pacific coast. Coming East in 1878, she was matched to run against Ten Broeck in that famous race of four-mile heats at Louisville, that resulted so disastrously for her. She was beaten to a standstill and the outcome of the match, as well as the manner in which it was projected and conducted, was for a long time the subject of a great deal of unpleasant controversy, especially on the part of many who believed that it had not been fairly managed. The same season she tried for the Cup at Minneapolis, but was unsuccessful.

Returning to the Pacific coast, she renewed her successful career the following spring by beating Mark L. and Mattie Moore in a race for $1\frac{1}{4}$ miles. Then she crossed the Rocky Mountains again and at Chicago won the Garden City Cup, beating a field of twelve starters. She ran away from the entire field and won the race in a canter, having left the others behind her before she had reached the end of the first mile. She carried 115 pounds and covered the course, $2\frac{1}{2}$ miles, in 4 minutes, 2 seconds. In the field on this occasion was every cup winner of any standing in the Mississippi Valley. Her time for this distance is one of the best records that stands to the credit of cup events. Bramble had a lower record when he captured the Baltimore Cup in 4 minutes, $1\frac{3}{4}$ seconds, and Fortuna won the Louisville Cup in 4 minutes, $1\frac{1}{2}$ seconds. After this victory in Chicago, the California mare was matched to meet Bramble, but while she was in training her leg failed her and she was retired from the turf. During the five seasons that she was racing she ran sixteen times and was only twice defeated, the first time in the four-mile heat race with Ten Broeck, at Louisville, and the second time by Governor Neptune for the Cup at Minneapolis. In dashes at from $1\frac{1}{2}$ miles to 3 miles, she was regarded as almost invincible. After she was taken from the turf she spent the remaining years of her life at the Santa Bonita Ranch of her owner, Mr. E. J. Baldwin, and there she died after having produced several colts of distinction.

During the early seventies no horse in America was more widely known or had a more distinguished reputation than Preakness. He had a notable career on the American turf, achieved triumphs in England and finally

came to an unfortunate end. Bred by Mr. R. A. Alexander, at the Woodburn Stud, in 1867, he was a son of Lexington by Bayleaf, who was by Yorkshire. Among his full brothers were Bayflower, Baywood, Bayswater, Bayonet, Beacon and Niagara. He was purchased by Mr. M. H. Sanford, as a yearling, but did not appear upon the track until in his three-year old form, and even then ran only once, at the first fall meeting of the Maryland Jockey Club at Baltimore, when he captured the Dinner Party Stakes, which was then the first time run for, and for which he had been specially trained. He was a horse of strong constitution and great power, but required careful training and handling. His winning of the Dinner Party Stakes, which was worth \$18,500, and, with the exception of the Bailie Peyton Stakes, was the richest ever run in America, established his reputation at once.

In his four-year old form he won three races out of the seven in which he was started, the Westchester Cup and the Maturity Stakes at Jerome Park, and the Pimlico Stakes at Baltimore. As a five-year old he started nine times but succeeded in winning only twice. When he came out in 1873 he was able to win the Long Branch Stakes and the Manhattan Jockey Club and Grand National Handicaps at Jerome Park. The following year, when he was seven years old, he was entered in seven races and won four. His last season in his native land was in 1875. He started in by winning the Baltimore Cup at Pimlico Park in the spring of that year and then was taken to Saratoga, where he was specially prepared and entered for the Saratoga Cup. There he was called upon to contest with a field of six of the greatest cracks of that period, Springbok, Olitipa, Grinstead, Aaron Pennington, Rutherford and Wildidle. The previous year he had fought stubbornly with Springbok for the cup, and the second meeting of the two was looked upon as likely to be one of the sensational events of the year. Expectation was not disappointed for, in this trial, the race resulted in a dead heat between the two after one of the fiercest struggles ever known to the turf, and in the fastest time ever recorded for a Saratoga Cup race.

Although eight years old at that time Preakness showed such remarkable power and almost youthful vigor that Mr. Sanford decided to take him to Europe as the principal member of the string which he hoped would carry his "dark blue" to victory on many a field in the Old Country. The turf career of the old stallion, was, however, at an end. His performances in England were only a source of grievous disappointment to his owner and admirers, and gave the English turfites another opportunity to declaim against the American thoroughbred. Although started several times, he succeeded only in walking over for the Brighton Cup, his best performance being third place to New Holland and

Temple Bar for the Goodwood Cup. Being withdrawn from the turf, he was purchased by the Duke of Hamilton, who set great store by his form and for a few years he did good service in the stud, getting several excellent performers, particularly Sweets and Fiddler. Finally he developed a violent temper, so that it was difficult to manage him, and his owner had him shot.

A famous daughter of Lexington was Nevada, a bay mare, bred by Mr. A. J. Alexander, of the Woodburn Stud, and foaled in 1869. She was out of Lightsome by imported Glencoe, and nothing further than the mere statement of the Lexington descent is needed to show the superb quality of her blood. She did not run as a two-year old, but in her three-year old form won two out of the five races in which she was engaged, her most important success being the West End Hotel Stakes at Monmouth Park, for which she defeated, among others, Mr. McGrath's Jury. In the autumn of the same year at Baltimore she won the three-year old sweepstakes at one mile, beating Sue Ryder and imported Buckden. When the season of 1873 opened she began by winning mile heats at Nashville, and then ran three races at Monmouth Park, in each of which she was defeated. Showing a lame leg her turf career was abruptly brought to an end and she was sent to the stud.

As a brood mare she was eminently successful, transmitting to her progeny the best qualities of the Lexington and other great families from which she was descended. In 1874, she produced the bay filly Nova Zembla by imported Glengarry. In 1876, she threw the bay filly Emma Cooper, also by imported Glengarry. In 1877, she produced the bay colt, Luke Blackburn by Bonnie Scotland, in 1878, the bay colt Greenland, and the following year the bay filly Green Age, both by imported Glengarry. Her most successful sons were Luke Blackburn and Greenland, especially the former, who developed into one of the greatest race horses of this generation. Nevada was of medium size, 15½ hands high, of fine proportions, and as handsome a mare as was ever seen upon the course or in the stud.

A famous son of Enquirer, Falsetto, who was foaled in 1876, cut a considerable figure during the years that he was upon the turf, and his get have also been distinguished performers. His dam was Farfaletta, daughter of Australian and Elkhorn. Thus he had numerous crosses of all the great thoroughbred families, his sire transmitting to him the blood of Leamington and Lexington and their progenitors, while his dam gave him the blood of the Australian, Melbourne, Emilius, Lexington and Glencoe stock. His grandam, Elkhorna, was by Lexington, out of Glencona, who was by Glencoe. Falsetto did not start as a two-year old, but when he

came upon the turf in the ensuing year he swept the course, being only once beaten, and then by Lord Murphy for the Kentucky Derby. His winning races were the Phoenix Hotel Stakes, in 2 minutes, 8¾ seconds; the Clark Stakes, in 3 minutes, 40½ seconds; the Travers Stakes, in 3 minutes, 9¼ seconds, defeating Spendthrift, Harold, Jericho and Dan Sparling, and the Kenner Stakes, in 3 minutes, 39¼ seconds, defeating Spendthrift, Jericho, Monitor and Harold. After the close of his three-old career, Mr. Pierre Lorillard purchased him and added him to his English stable. In the Old World, however, he never came to the track, but breaking down in preparation, was returned to the United States and entered the Woodburn Stud. As a sire he won a reputation second to none in his generation. The list of high-classed performers that he produced is long and imposing. His most celebrated get were Dewdrop, Rupert, Fordham, Gascon, Patron, Portchester, Frontenac, Counter-Tenor, Miss Dixie, Pearl Song and Bright Phœbus. In 1895, forty-three out of fifty-six of his get that started were winners.

Toward the end of the decade just preceding the Civil War Planet, by Revenue out of Nina by Boston, was the hero of many exploits, and was considered by experts to be the best race horse that had been run in America since Lexington had left the turf. Planet was of the same blood as Alice Hawthorne, the queen of the turf in her day, nearly, if not quite, the best race mare that was run in England forty years and more ago, and the dam of Thormanby, a Derby winner, both Planet and Alice Hawthorne being descended from Eclipse, Diomed and Lottery. In his veins Planet also united the blood of Timoleon and Sir Charles, the two great sons of Sir Archy. His great achievement was in defeating Congaree and Daniel Boone for a \$20,000 sweepstakes on the Fashion Course, Long Island, in September, 1860. In February of the following year he met Albine on the course in Charleston, S. C., in a four-mile heat contest and was defeated in two straight heats, although up to that time he had been deemed by many invincible at that distance. The time of the two heats was 7 minutes, 36½ seconds and 7 minutes, 42½ seconds.

Planet belonged at that time to the Messrs. Doswell, of Virginia. Albine, who was a four-year old, was by Jeff Davis, out of a dam by imported Monarch. Her pedigree was unexceptionable. She was got by Jeff Davis, out of a dam by imported Monarch, out of imported Eliza by Filho-da-Putá, and represented through her sire the best blood of South Carolina, Bertrand, Bertrand, Jr., Hero and Jeff Davis. Hero, the sire of Jeff Davis, was one of the finest horses ever upon the South Carolina turf. Albine was bred by Colonel James Ferguson and was a chestnut, 15 hands, 3 inches high, with a streak of white in the face and a little white on the

near hind foot. In her four-year old form she beat Nicholas I. a two-mile race, and the same year defeated Exchequer in a three-mile race and won the Puryear Stakes, three-mile heats, beating Fanny Washington, another very fast one, over a track that was covered with December mud and snow.

Harry Bassett was foaled in 1868 and bred by Mr. A. J. Alexander, of the Woodburn Stud. He was one of the most famous sons of Lexington. His dam was Canary Bird by imported Albion; his second dam Penola by imported Ainderby; his third dam imported Sweetbriar by Recovery; his fourth dam Primrose by Comus; his fifth dam Cowslip by Cockfighter; his sixth dam Brown Javelin by Javelin; his seventh dam Young Maiden by Highflyer; his eighth dam Maiden by Matchem; his ninth dam the celebrated Pratt mare by Squirt and his tenth dam, Lot's dam by Mogul. His third dam, Sweetbriar, was imported in 1838 by Colonel Lucius J. Polk, of the Ashwood Stud, Tennessee, who also imported Ainderby, the sire of Penola, his second dam. Canary Bird was also the dam, by Lexington, of the celebrated Charlie Howard, better known, perhaps, as Brother to Bassett.

As a two-year old, Harry Bassett made his first appearance upon the turf when he finished third in the race at Saratoga in July, 1870. The next month he won the Kentucky Stakes, one mile, beating Buckshot, Susan Beane, Aureola, Idaho and others in 1 minute, 51¼ seconds. At Jerome Park, the same year, he won the Nursery Stakes in 1 minute, 49¼ seconds. At Baltimore, he won the Supper Stakes, distance, one mile, beating Madam Dudley, in 1 minute, 49¼ seconds. He began his third year in good fashion by winning the Belmont Stakes at Jerome Park in 2 minutes, 56 seconds, defeating Newport, Tubman, Monarchist and others, and at Long Branch, in July, he won the Jersey Derby in 2 minutes, 52¼ seconds, defeating Monarchist, Idaho, Wanderer and others. At Saratoga he won the Travers Stakes in 3 minutes, 21¾ seconds, and the Kenner Stakes in 3 minutes, 35¾ seconds. At Jerome Park, for the Champion Stakes, he again defeated Monarchist and others in 3 minutes, 54¾ seconds. At Baltimore, the same year, he had a walkover for the Reunion Stakes and beat Preakness and Telegram, two and one-half miles, in 5 minutes, 41¼ seconds. At the same place, in the same month, he beat Humboldt for the Bowie Stakes in two straight four-mile heats in 7 minutes, 54¾ seconds and 8 minutes, 3½ seconds.

During his fourth year he defeated Lyttleton for the Westchester Cup at Jerome Park, two and one-quarter miles, in 4 minutes, 18¼ seconds; was defeated by Longfellow for the Monmouth Cup at Long Branch; defeated Longfellow at Saratoga; defeated Lyttleton at Saratoga, three miles, in 5 minutes, 43¾ seconds; was

defeated by Monarchist, for the Maturity Stakes, in 5 minutes, 34½ seconds, and was also defeated a second time by Monarchist. As a five-year old he had many reverses, running second, third or unplaced to such horses as Joe Daniels, Hubbard, Wanderer, Preakness and Crockford, but he won the Handicap Sweepstakes at Jerome Park in 3 minutes, 39¾ seconds, and at Baltimore beat Shylock, Warlike, Dick Jackson and others. In 1874, he was scarcely more successful than in 1873, being defeated in several races by such horses as Countess, Grinstead and Balankeel. He then retired from the turf and went into the stud, where he got colts of high form and good speed. He died in October, 1878.

Imported Phaeton, the sire of the great Ten Broeck, left two other sons of merit, King Alfonso and St. Martin. Bred in 1872 by Mr. Warren Viley, near Midway, Ky., King Alfonso was out of Capitola, a bay mare by Vandal, her dam being a Margrave-Mistletoe mare. Capitola was own sister to General Abe Buford's colt, Versailles. In his two-year old form, in 1874, King Alfonso was entered in two races, in both of which he ran unplaced. In 1875, he won the Kentucky St. Leger, two miles, at Louisville, in 3 minutes, 34½ seconds; the Tobacco Stakes at Louisville, mile heats, in 1 minute, 44½ seconds and 1 minute, 45½ seconds; the Galt House Stakes, at Louisville, two-mile heats, in 3 minutes, 34 seconds, 3 minutes, 40¼ seconds and 3 minutes, 49 seconds, and the Link Hotel Stakes, at Nashville, mile heats, in 1 minute, 45 seconds and 1 minute, 47¾ seconds. In three races he beat the great Ten Broeck and was regarded as the best three-year old in the West. He was expected to accomplish wonders in the following season, and was entered for all the leading stakes and cup events of the East. It was thought that he was a sure winner for the Westchester Cup, but before he had a chance to come out at the first meeting of the season, he broke down and was withdrawn from the track. Placed in the stud, to succeed Lexington and Planet at Woodburn, he became the sire of some of the great horses of the next generation. His most famous son was Foxhall, who won honors for his country in France and England. Others of his get were Grenada, Fonso, Quito, Telemachus, Golden Gate, Kate Creel and Vera.

Few, if any, fillies that have ever appeared upon the American turf have been the superior of Thora, and, by many competent judges, she was even considered to have been without a rival. At long intervals, both in England and America, fillies have appeared that were capable of holding their own with the better class of colts. In England the names of Eleanor, Fleur de Lis, Beeswing, Alice Hawthorne, Crucifix, Blink Bonny, Achievement and Jeannette, will most readily occur in

this connection. In America, we have had Beeswing, Charmer, Sarah Bladden, Ann Watson, Salina, Nellie Ransom, Ferida, and a few others, but foremost among them all will stand Thora. The daughter of Longfellow and Susan Ann, she had both Leamington and Lexington blood, and, through her grandam, Roxana, traced to Emilius, Priam, Worthless, Whiskey, Tranby, Blacklock, Diomed, Florizel and others. In her pedigree there were several crosses of Eclipse, Duroc, Diomed, Florizel, Messenger and Mambrino.

Bred by Mr. Henry P. McGrath, Thora was foaled in 1878, and sold as a yearling to Mr. Charles Reed. She was a beautiful claret bay, nearly 16 hands high, and was one of the most admired horses on the turf in her day. She was a stout traveler and had remarkable staying qualities, reproducing in this respect the qualities of such of her ancestors as Sir Archy, Boston, Lexington, Priam, Whalebone, Waxy and others. As a two-year old, her first engagement was for the Juvenile Stakes, at Jerome Park, at the Spring Meeting in 1880. She failed, however, even to secure a place, and also ran unplaced for a purse and for the Flash Stakes at Saratoga. Her first success was for a purse at the Saratoga Meeting, five furlongs, running the distance in 1 minute, 4½ seconds, and defeating Bonny Lizzie, Midgely, Jewelry, Sportsman and others. Her next winning was at the Saratoga Second Meeting, when she carried off the Day Boat Line Stakes, three-quarters of a mile, in 1 minute, 17¼ seconds, defeating Hindoo, Bonny Lizzie, Midgely and others. At the Baltimore Fall Meeting, she won the Merchants Stakes, one mile, in 1 minute, 44½ seconds, defeating Crickmore and Stark, and also won a purse at the same meeting, one mile in 1 minute, 47½ seconds. She was now regarded as among the best of the two-year olds of 1880, being classed with Spinaway, Barrett, Hindoo, Crickmore, Ripple and Springfield.

Opening the season of 1881 by running unplaced to Neufchatel for the Rancocas Handicap, she won a purse at three-quarters of a mile, at the Sheepshead Bay Spring Meeting, in 1 minute, 16 seconds, beating Checkmate, Blue Lodge, Victim, Greenland, and other good ones. At the same meeting she won the Mermaid Stakes in 1 minute, 57 seconds, with astonishing ease, beating Spark and Aella. She then was successful for the Monmouth Oaks, again defeating Aella and Spark, 1¼ miles, 2 minutes, 14½ seconds. Moving on to Saratoga, she ran second to Checkmate for the Excelsior Stakes, but left behind her a field that included Parole, Crickmore, Ripple and Oden. She succeeded in winning the Alabama Stakes in 1 minute, 59¼ seconds, defeating Bonnie Lizzie and Brambaletta, and then had a string of triumphs that included the winning of the Clarendon Hotel Stakes, the Relief Stakes, and the Baden Baden Handicap at Saratoga, the West End Hotel Stakes at Monmouth

Park, a handicap sweepstakes at the Jerome Park Fall Meeting, and the Pimlico Stakes at the Baltimore Fall Meeting. As a two-year old, she ran eleven times and won four races, being second twice and unplaced five times. As a three-year old, she won eleven out of fifteen races, being second in two, third in one, and unplaced in one. Her winnings in the two years were \$18,485. She had no equal on the American turf over great distances of ground, and was universally classed with such horses as Luke Blackburn, Hindoo and Crickmore at all distances.

From the great army of thoroughbreds that unceasingly raced over the turf during the seventies and eighties, it is possible to record even the names of only a comparative few. Some have already been referred to upon preceding pages, but scores and hundreds are not less deserving of recognition or of having their deeds perpetuated. There was Runnymede, daughter of imported Billet and Mercedes. His dam was by Melbourne, Jr., out of Lady Hadaway, and through her he derived from the Melbourne and Birdcatcher families of England, and the Boston and Union families of America. Among many victories that Runnymede placed to his credit was the Tennessee Stakes and the Tidal Stakes in 1882, and he defeated Apollo, Macbeth, Bedouin, Turco, and other good ones. Buchanan, who won the Kentucky Derby in 1883, was a full brother to Harry Gilmore, being by imported Buccden out of Mrs. Grigsby, his dam being by Wagner and Folly, daughter of imported Yorkshire and Fury. Buchanan's winning of the Derby was somewhat of a surprise, since, in 1883, he had the discomfiting record of running six races without winning one.

Imported Pizarro was one of the strong cards of Mr. Pierre Lorillard's stable in 1882 and 1883. He was by Adventurer out of Milliner, his sire coming from Touchstone and Emilius and his dam from Rataplan, the Baron, Pocahontas and Birdcatcher. He was bred in 1880, and, as a weanling, was sold to Mr. Lorillard for 420 guineas. He proved in time to be one of the best horses, either in the Old or in the New World. As a two-year old, he made his first appearance in the Surf Stakes at Sheepshead Bay, running unplaced to Jacobus, and also ran unplaced in the Hopeful Stakes at Monmouth Park, his second appearance. After that he began winning, taking a purse at Monmouth Park, the Atlantic Stakes at Monmouth Park, when he defeated ten others, three-quarters of a mile, in 1 minute, 16½ seconds, and the Red Bank Stakes at the same place, the same distance and the same time. In subsequent years, he won some of the most important fixtures of the Eastern turf.

Above all else an American horse, Pat Malloy had in his pedigree crosses of nearly all of the early families upon which the American turf was constructed.

Probably few horses that have been identified with the turf in the United States have been better or more fully bred, or could boast of more royal lineage. His sire was the immortal Lexington, and that gave him the crosses of Boston, Timoleon, Sir Archy, Sarpedon, Emilius and others. On the side of his dam his blood was none the less potent. His dam was Gloriana, daughter of American Eclipse and Trifle. Nothing need be said of the strength of American Eclipse, whose career is never absent from the mind of the student of the American turf. Through him crosses of Duroc, Diomed, Messenger and others were the heritage of Pat Malloy. Trifle, the dam of Gloriana, was one of the most famous race mares of her age, a daughter of Sir Charles, who was by Sir Archy. Gloriana was bred in 1846 by Mr. John C. Guild, of Tennessee, and while not being noted as a racer, added to the value of the American turf by her services in the stud.

Pat Malloy, who was bred in the Woodburn Stud, was foaled in 1865. As a two-year old he won the Young America Stakes, at Nashville, in 1 minute, 50 $\frac{3}{4}$ seconds, and in his three-year old form was highly successful, winning a purse at Memphis, Tenn., mile heats, best three in five, the time being 1 minute, 59 seconds, 2 minutes, 1 second, 2 minutes, 2 seconds, 2 minutes, 4 seconds, and 2 minutes, 6 $\frac{1}{2}$ seconds; the Senate Stakes at Memphis, 2 miles, in 4 minutes, 8 $\frac{1}{4}$ seconds; a purse at Nashville, 1 $\frac{1}{4}$ miles, in 2 minutes, 18 $\frac{1}{2}$ seconds; the Southern Hotel Stakes at St. Louis, two-mile heats, the time being 3 minutes, 44 $\frac{1}{4}$ seconds, 3 minutes, 44 $\frac{3}{4}$ seconds, and 3 minutes, 50 $\frac{3}{4}$ seconds; the Chicago Stakes at Chicago, mile heats, the time being 1 minute, 47 $\frac{3}{4}$ seconds, 1 minute, 48 $\frac{1}{4}$ seconds, and 1 minute, 49 seconds; and the Union Stock Yard's Purse at Chicago, 2 $\frac{1}{2}$ miles, in 4 minutes, 45 $\frac{1}{2}$ seconds. In 1870, he was relegated to the stud and there produced Bob Miles, dam Dolly Morgan; Charlemagne, dam Alice Buford; Reveler, dam Schottische; Pathfinder, dam Amy Farley, and other good ones.

Fellowcraft's principal title to fame will rest securely upon his achievement in wresting from the immortal Lexington the record laurel for the four mile distance, when, in 1874, he broke the record from 7 minutes, 19 $\frac{3}{4}$ seconds, to 7 minutes, 19 $\frac{1}{2}$ seconds. Bred by Mr. A. J. Alexander, of Woodburn, Ky., he was foaled in 1870. He was a son of Australian, who was a son of West

Australian and Emilia. Through the West Australian line he traced to Melbourne, Humphrey Clinker, Touchstone, and other great English thoroughbreds. Emilia, the dam of his sire, was a daughter of Young Emilius and Persian, Young Emilius being a son of Emilius and Shoveler, and Persian being a daughter of Whisker and Variety. The dam of Fellowcraft transmitted to him the blood of Lexington, Boston, Glencoe and Medoc. She was the daughter of Lexington, and her dam was Florine, daughter of Glencoe and Melody, the latter being by Medoc. As a two-year old, Fellowcraft started in five races, but was successful in one only. As a four-year old, he won three races, a four-mile, in 7 minutes, 43 seconds; a 1 $\frac{1}{2}$ mile, in 2 minutes, 42 seconds, and his famous four-mile against Lexington's time. While on the turf he started in twenty-six races, being first in five, second in four, third in five, and unplaced in twelve. After he was retired to the stud, he sired several good racers, among them Knight Templar, Blue Lodge, My Fellow, Sunrock and Fanny S. He died in 1897 at the Dixiana Stud, near Lexington, Ky.

A New York horse that ranked among the very best in his time was Alarm, who was by imported Eclipse, out of imported Maud, by Stockwell. He was bred by Mr. John Hunter, being foaled in 1869. First called Flash, he was named Alarm before he appeared on the turf in his two-year old form. His debut was in a match race for \$5,000 a side against Inverary, in which he was the winner. In three other starts the same season he was defeated. When he came to the post as a three-year old he was in prime condition and went through the season without meeting a defeat, although he was called upon to compete with the best horses in his class. Many of his races were won in a common canter. Platina, who had beaten Longfellow, went down before him, and he also beat Kingfisher, Fadladeen, and other good ones. Great things were expected of him in 1873, and a special match was arranged to bring him, Kingfisher and Tom Bowling together, but in his preliminary work he pulled up lame and was sent to the stud. No faster horse ever was on the American turf, and in the twenty-one years that he was in the stud, from 1874 until the time of his death, in 1895, he became the sire of some of the most phenomenal later day thoroughbreds, including Himyar, Gabriel, Danger, Panique, Breeze and Isaquena.

RACE HORSES PAST AND PRESENT

CHAMPIONS WHO HAVE BEEN FAMOUS IN MODERN TIMES—EOLUS, PREAKNESS, MONITOR,
ST. BLAISE, HANOVER AND POTOMAC—THE GREAT SPRINTERS, SALVATOR,
TENNY, DOMINO, REQUITAL, HAMBURG AND OTHERS

IN the chapter immediately preceding we have presented for the most part an account of some of the great thoroughbreds who were conspicuous in the earlier periods of the American turf. The review of the pedigrees and performances there outlined is in itself measurably a history of the turf of the United States for a round century. Moreover, it reveals the foundation of the great American thoroughbred families and shows the extent to which those early equine kings and queens influenced not only the generations in which they lived, but also those that have succeeded them. Their performances, both upon the turf and in the stud, constituted a golden equine age, and the results of their breeding have not been surpassed in importance at any point in the history of the country and have been equaled only in the immediate present. The turf of to-day still feels the effect of their achievements and looks back with admiration upon them and their records, recognizing them as the true founders of its greatness.

In this chapter attention will be principally given to the lives of contemporaneous thoroughbreds. It will be seen that these modern champions are not less sturdy nor less speedy than those who went before them, but are in every way worthy descendants of worthy progenitors. The infusion of new blood during the closing part of the century is also brought strongly to attention, and the effect of these recent importations from England, France and Australia can be clearly divined from a consideration of the lives of those that have been the result of this contemporaneous movement in breeding. It will also be interesting to note that, almost without exception, these newcomers trace back through innumerable crosses to the same parent English stock as the older pioneers. Arriving in the New World they have bred here to the descendants of Diomed, Glencoe, Sir Archy and other founders of the purely American families with notable results.

Rayon d'Or came of the best thoroughbred blood of England and France. He was bred by C. Lefevre at the Chamant Stud, in France, in 1876. He was a rich, dark red chestnut, and gained his name, which means ray of gold, from the very handsome appearance of his coat. He was absolutely pure in color, with the single exception of a roan star on his forehead. Standing 16 hands, 3½

inches high, he was probably the tallest thoroughbred in America in his time. He was foaled in 1876 by Flageolet, out of Araucaria. His sire was a son of Plutus and La Favorita, Plutus being descended from Orlando, Cavatina, Planet and Alice Gray, and La Favorita through her parents, Monarque and Constance, tracing to The Baron, Poetess, Gladiator and Lanterne. Araucaria was a daughter of Ambrose and Pocahontas, through whom Rayon d'Or traced to Touchstone, Glencoe, Camel, Priam, Sultan, Trampoline and other great English thoroughbreds. Flageolet was bred by the Count Legrange at the Dangu Stud, France, in 1870, and his pedigree combined the blood of Touchstone, Bay Middleton, Venison and Glencoe, deriving from Glencoe, through Darkness, who was a winner of the Ascot Stakes.

Through his dam, La Favorita, Flageolet also had the blood of Whalebone, Defence and Catton. He was very successful on the turf and even more so in the stud. Besides Rayon d'Or he got Zut and Beauminer, French Derby winners, Versigny, winner of the French Oaks, and Ultima, Louvenciennes and Comte Alfred. Araucaria, the dam of Rayon d'Or, was a bay mare bred in 1862 by the Marquis of Exeter. Her sire, Ambrose, was the trial horse of Stockwell, and in his private running had remarkably good record. Araucaria was not successful on the turf, being only one time a winner, but as a brood mare she was surpassed by none in her class in Europe, transmitting to her progeny all the best qualities of the famous Pocahontas and of her ancestors for several generations back. Among her most famous get, in addition to Rayon d'Or, was Chamant, by Mortemer. Chamant, who died in 1898 at the Prussian Royal Stud at Graditze, was one of the best race horses of his day and a phenomenally successful sire. He raced in England in the colors of Count Frederick de le Grange. As a two-year old he won both the Middle Park Plate and the Dewhurst Plate, and in 1877 won the Two Thousand Guineas in a canter. He became lame shortly after this race, which prevented him from winning the Derby and the St. Leger, as he was far and away the best horse in the field for both those events. A few years afterward he was purchased by Count Lehndorff for the Prussian Government for \$20,000, which was considered a small price. Before his death his progeny had established themselves as among the great race horses of Europe.

having won over \$1,000,000 in Germany, Austria and Hungary.

Of such distinguished lineage, Rayon d'Or rivaled the best of his brothers and sisters in the fame of his accomplishments. As a two-year old he began a notable career by winning the Levant Stakes at Goodwood, and followed this up by carrying off a two-year old sweepstakes at Doncaster and the Clearwell and Glasgow Stakes at Newmarket. His great successes came to him in his three-year old form, when he won the Doncaster, St. Leger, the Prince of Wales and the St. James Palace Stakes at Ascot, the Sussex Stakes at Goodwood, and the Great Foal, Select, Champion and Second Great Challenge Stakes at Newmarket. For the Derby he ran unplaced, and came in third for the Two Thousand Guineas. In his four-year old form he was five times at the front in the six starts that he made, and ran second the other time for the Hardwick Stakes, when he conceded the winner ten pounds. His victories were the Prix du Cadran and the Prix Rainbow at Paris, the Post and the Prince of Wales Stakes at Newmarket, and the Rous Memorial Stakes at Ascot. Imported in 1882 by the Honorable W. L. Scott, he was placed in the Algeria Stud at Erie, Pa., and achieved marked success as a stallion. He was afterward owned by the Honorable August Belmont, and stood for several years in the Nursery Stud. His death occurred in 1896. Among his most famous descendants have been Tenny, Chaos, Banquet, Torso, Tea Tray, Rubicon, Don de Oro, Octagon, Souffle and Maurice.

During his seven years' career on the turf Freeland was started sixty times. In thirty races he won brackets, and twenty-one were stakes. His record was remarkable even in a period when there were many great horses running on the American turf. He was one of the most notable sons of Longfellow, his dam being Belle Knight, by Knightwood, and his second dam Kentucky Belle, by Goodwood. He was bred by Mr. F. B. Harper, of Kentucky, and afterward became the property of Mr. Ed Corrigan, in whose colors he raced for six years. As a three-year old he won the Phoenix Hotel, the Maiden, the Fall City and the Louisville Stakes. In his four-year old form he took the Cincinnati Hotel and the Louisville Stakes. When he was five years old several important events fell to him, including the Distillers', the Dixiana, the Merchants', the Turf, the Boulevard, the Excelsior and the Columbia Stakes and the Citizens' Plate. Among his winnings in other years were the Boulevard, the Excelsior, the Champion, the Special and the Merchants' Stakes and the Morrissey Handicap. His races with the great mare Miss Woodford at Monmouth Park, in 1885, were classed among the stirring events in the racing world of that year. On August 10, he defeated Miss Woodford for the Champion Stakes, $1\frac{1}{2}$ miles, and

eight days later defeated her again for the Special Stakes, $1\frac{1}{4}$ miles. The result of these two victories brought about another match for \$2,500 a side between the two horses, with \$2,500 added by the Monmouth Park Association. This time Miss Woodford won by a head. A month later the two met again in a sweepstakes for all ages, $1\frac{1}{4}$ miles, Modesty, Monogram, Richmond and Bersan also contesting, and Freeland won in a canter by four lengths in 2 minutes, 8 seconds. After his turf career was ended he stood on the farm of Mr. George Wright, near St. Louis, Mo., where he died in December, 1896.

Bramble, whose most celebrated get are Ben Brush, Clifford, Somnambulist and Little Bramble, was a son of imported Bonnie Scotland and Ivy Leaf. His sire, the son of Iago and Queen Mary, had a pedigree that is given on another page and that traced back through many crosses to the most aristocratic equine blood of England. His dam, Ivy Leaf, was by imported Australian, son of West Australian and Emilia, Ivy Leaf's dam being Bay Flower, daughter of Lexington and Bay Leaf. Bramble was bred by General W. G. Harding at the Belle Meade Stud, and was foaled in 1875. Beginning his turf career in his two-year old form, he was started seven times, and won the Young America Stakes at Nashville and the Saratoga Stakes at Saratoga, being second twice and third twice. He entered upon his three-year old career by running for the Withers Stakes at Jerome Park, being defeated by Duke of Magenta in 1 minute, 48 seconds. During this season he won the Maxwell House Stakes at Nashville and the Great American Stallion Stakes at Louisville. As a four-year old he achieved a wonderful success, starting in twenty races, fifteen of which he won. His victories included the Baltimore Cup, the Ocean Stakes, the Monmouth Cup, the Saratoga Cup and the Brighton Cup. His important victory as a five-year old was the winning of the Centennial Stakes at Nashville. The following year he was started only once, when he ran second to Ferida in a heat race at Baltimore. Retired to the stud, he sired, in addition to his sons already mentioned, Biggonet, Bryson, Brambleton, Rambler, Woodruff, Wightman and Jack Murray.

In Eolus, who was foaled in 1868, and who died in 1897 at the Ellerslie Stud, in Virginia, was united the blood of two great thoroughbred families, that of imported Leamington and the more purely American, represented by Revenue. The sire of Eolus was imported Leamington, and his dam was Fanny Washington, by Revenue, out of Sarah Washington. Through his dam he had four distinct crosses of Sir Archy, and traced to Eclipse and Herod through collateral branches. Revenue, who was a son of Trustee and Rosalie Somers, was a stallion of singular beauty, symmetrical in form and proud in his carriage, and was successful, both on the

turf and in the stud. He was for a long time the greatest horse in the stable of that grand old Virginia turfman, the Honorable John Minor Botts. The last two years of his life were passed at Major Horner's farm, Belle Air, near Warrenton, Va. His death occurred in 1868 from old age. Sarah Washington, the dam of Fanny Washington, was the daughter of Garrison's Zingane and Stella. The Washington family was very distinguished in its day, several of the greatest horses of the period before the Civil War bearing the name.

Eolus, who was a dark bay with a star in the forehead and both hind heels white, stood $15\frac{3}{4}$ hands high. He was bred by Major Thomas W. Doswell, of the Bullfield Stud, Hanover Junction, Va. Although put into early training, he was not brought out until he was three years old, when he started in six races, of which he won three. After an entire year of rest, he came again upon the turf as a five-year old, but was only moderately successful, winning three out of the eight races in which he started. The following year he carried off two out of the three prizes for which he contested. During his turf career he started seventeen times, being first eight times, second once, third twice and unplaced six times. His most famous victory was at Baltimore in 1874, when he won two-mile heats, taking the first heat in 3 minutes, 40 seconds, and the third heat in 3 minutes, $36\frac{3}{4}$ seconds, which was a record breaker. After he was placed in the stud, he got such champions as Eole, Eolist, St. Saviour, Knight of Ellerslie, Eurus, Eolian, Elkwood, Eon, Diablo, Russell and Morello.

First in order of the get of Eolus and War Song, Eole had a long and reputable career. Foaled in 1878, he was bred by Mr. R. J. Hancock, of Virginia. He came slowly into condition, and his form gave so little promise that he was not started as a two-year old. The next year he made his debut at the Spring Meeting at Jerome Park, and was beaten by Saunterer for the Belmont Stakes. At Saratoga he beat Getaway, but did not accomplish much more until, in the Dixie Stakes at Baltimore, he astonished everybody by beating Barrett and finishing a good second to Crickmore. Afterward, at Jerome Park, he defeated Blue Lodge, and during the season added other winnings to his credit, so that he closed with a record of eight out of nineteen races and over \$10,000 in stakes and purses. In his four-year old form he won the Metropolitan Stakes at Jerome Park and the Jockey Club Handicap, 2 miles, in 3 minutes, $38\frac{1}{2}$ seconds, which stamped him in the most decisive manner as a performer of the first class. For the Coney Island Cup he was beaten by Hindoo, but after that the Monmouth Cup, the Champion Stakes, the Morrissey Stakes and the Autumn Cup fell to him, and he succeeded to the place in public esteem that the famous Hindoo vacated that year after his long and imposing career. He became,

for the time being, the representative cup horse of America.

The blood of the great English family represented by imported Bonnie Scotland and that of the far-famed American family represented by Lexington came together again in Bushwhacker, one of the representative horses of the present generation. Bred by the Messrs. Rice & McCormack at the Belle Meade Stud in 1874, Bushwhacker was a buckskin bay, with a blaze in his face and both forelegs and the left hind leg white. His sire was Bonnie Scotland and his dam Annie Bush, by Lexington, out of Banner, the latter being a daughter of Albion and Clara Howard. He did not make his debut upon the turf until he was three years old, when he appeared for the first time at the spring meeting in Baltimore in 1877. His record for this season was thoroughly discouraging, for although he started ten times, he did not succeed in winning a single race, but was second three times and third twice. The following year he won only four out of the thirteen races in which he started, being second seven times and third once, his principal victories being the Rancocas and the Bowie Stakes.

His career in 1879 was quite as disastrous, for he ran third and second in two races at Baltimore at the spring meeting and then was injured so that he was not able to appear again for two years. In the spring of 1881, he reappeared at Baltimore, and in the course of that season succeeded in winning one out of the nine races in which he started, the Morrissey Stakes at Saratoga, when he defeated Checkmate, Boulevard and others, being his single victory. In 1882, at the autumn meeting of the Coney Island Jockey Club, after he had been defeated in every race which he had run that season, he carried off the Great Long Island stakes, defeating such good performers as Glenmore, Thora, Eole and Lida Stanhope. This event was the more interesting, inasmuch as it was the third year of the revival of the old four-mile heats, which were such a feature of the American turf generations before. The previous winners of this event had been Ferida, in 1880, and Glenmore, in 1881. Bushwhacker's time for the two heats was 8 minutes, $1\frac{1}{2}$ seconds, and 8 minutes, 10 seconds, which was a very creditable performance, even when compared with some of the old-time great four-mile races, inasmuch as the track was heavy and the rain was falling in torrents. Later in the same season he won the Bowie Stakes, also four-mile heats, over the Pimlico Course at Baltimore.

In 1891, imported St. Blaise was the grand star of the Nursery Stud sale, when Mr. Charles Reed astounded everybody by paying the magnificent sum of \$100,000 for him. Nevertheless, as big a price as that may have seemed for the wonderful stallion, his performances on the turf and his record in the stud seemed to fully justify it. In the previous year, 1890, for example, he was at

the head of the list of winning sires of the American turf. A rich, dark chestnut, with white blaze in the face and white upon the hind legs, St. Blaise stood 16 hands, $\frac{1}{2}$ inch high. He was bred by Lord Arlington and foaled in 1880. His sire was Hermit, by Newminster, out of Seclusion, Newminster being a son of Touchstone and Beeswing and Seclusion a daughter of Tadmor and Miss Selim. The dam of St. Blaise was Fusee, daughter of Marsyas and Vesuvienne, her sire being by Orlando, out of Malibran, and her dam by Gladiator, out of Venus. Among the many crosses which have served to distinguish St. Blaise were those of Sir Hercules, Bay Middleton, Whalebone, Eclipse, Highflyer, Canary, Partisan, Whisker, Waxy, Sultan, Penelope, Emilius, Trumpator, Priam, Blacklock, Gohanna, Herod, Regulus, the Godolphin Arabian and the Darley Arabian.

Hermit, who was a winner of the Derby and other great prizes, was one of the best stallions known to England in modern times. Fusee also had a long and distinguished career. As a two-year old she won the Chelmsford Nursery Handicap and the Stratton Nursery Handicap, and ran second for the Nursery Plate at Croyden and third for the Abbey Nursery Handicap. She won nine out of the eleven races in which she started as a three-year old, including the Nursery Cup at Chester, the Littlejohn Stakes at Nottingham, the Welter Cup Handicap at Kingsbury, the Kingsbury Handicap and the Queen's Plate at Nottingham, at Newmarket, at Winchester, at Salisbury and at Chelmsford, the distance for these last five events being from 2 to $3\frac{1}{2}$ miles. In the stud Fusee produced, to Blair Athol, Gobang, winner of the Winchester Biennial Stakes. After throwing Friar Rush, another good horse, she next produced St. Blaise and then Match Girl, by Plebeian, and also Candlemas, another full brother to St. Blaise and winner of the Epsom Grand Prize, the Zetland Biennial and the Chesterfield Cup.

In his two-year old form St. Blaise was started in six races and won four, including a walkover and a dead heat, his walkover being the Troy Stakes and his dead heat being with Elzevir for the Malcomb Stakes at Goodwood. He won the Stockbridge Biennial at the Bibury Club meeting and the Newmarket Troy Stakes, and was defeated for the Hurstbourne Stakes and the Dewhurst Plate at Newmarket. When he was three years old he started out by running unplaced for the Two Thousand Guineas, that was won by Galliard. Next taken to Paris, he ran second to Frontin for the Grand Prix, the victor in that event being considered the best three-year old in Europe that year. He failed to win the great Derby, but walked over for the Stockbridge Biennial and the Winchester Biennial Stakes. Imported in 1885, his career in the Nursery Stud was phenomenally brilliant. Among his most famous get have been Potomac,

La Tosca, Calypso, St. Florian, Chesapeake and Clarendon.

A descendant of West Australian, one of the contemporaneous importations who have brought so much new and strong blood to the later development of the American thoroughbred, the brood mare, Maggie B. B., had a record that is in every way worthy of her notable origin. On the maternal as well as on the paternal line, she came of some of the greatest stock of the Old World. Her great-granddam, Myrtle, was a daughter of Mameluke, who stood conspicuous among the famous horses of his day, being a winner of the Derby and second for the St. Leger. The dam of Myrtle was Bobadilla, a famous race mare, who won the Gold Cup at Ascot and the Drawing Room Stakes at the same place in 1828. Myrtle was imported to the United States for breeding purposes. She was not very prolific and threw only a small number of foals. Her produce was generally of good repute, however, and her daughter, Magnolia, who served long in the stud, became one of the most successful and most celebrated brood mares that have ever been known in connection with the turf in the United States. Magnolia's foals included several distinguished horses, among them being Kentucky, Gilroy, Victory, Skedaddle, Madonna, Magic, Simon Kenton, Princeton and Daniel Boone. Her daughter, Madeline, was got by Boston only a few months before he died.

Madeline was not a prolific brood mare, her foals being only five in number, Maggie B. B., by Australian, who was foaled in 1867, being her last and best. Bred by Mr. James B. Clay, Jr., of Kentucky, the colt was named after Miss Maggie B. Beck, daughter of United States Senator James B. Beck. Her career on the turf as a two-year old was limited to seven races, of which she won three, being second in the remaining four, her most important victory being for the Young America Stakes, 1 mile, in 1 minute, $45\frac{1}{2}$ seconds. At Louisville she led Lyttleton and Engineer, being defeated by Lynchburg only by a neck, but in the contest for the Young America Stakes she defeated Lynchburg, Hamburg and Enquirer. In 1870, although she ran a strong race for the Excelsior Stakes, she was beaten by Glenleg and ran second to Enquirer for the Continental Hotel Stakes at Monmouth Park. Between these two failures she won the Sequel Stakes at Saratoga, 2 miles, in 3 minutes, $37\frac{1}{4}$ seconds, doing the first mile in 1 minute, 49 seconds, and the second mile in 1 minute, $48\frac{1}{4}$ seconds. In the stud she was bred principally to Leamington and Alarm. By Leamington she produced the chestnut colt Lord Clive, the bay filly Pera, the chestnut colt Magnum Bonum, the chestnut filly Jaconet, the chestnut colt Harold, the famous Iroquois, the bay filly Francesca and others. By Alarm she produced Red and Blue, Panique and others. Her fame will forever rest firmly upon the wonderful career of her famous son, Iroquois.

Foster, who won the great four-mile heat race in San Francisco in 1876, was a chestnut horse foaled in 1867, by Lexington, out of Verona, by imported Yorkshire, the dam of Verona, imported Britannia, being by Muley, out of Nancy, by Dick Andrews. He was bred at Woodburn, Ky., and sold when a yearling to Mr. D. Swigert. Not long afterward he became the property of Messrs. Moore & Coffee, who paid \$1,500 for him. When three years old he was started for the first time on the turf in the Belmont Stakes, in 1870, running second to Kingfisher, under adverse conditions. Next he ran third to Kingfisher and Telegram for the Travers Stakes at Saratoga, and at the Jerome Park Fall Meeting won the Lombard Stakes, 2 miles, beating Remorseless, Hamburg and Finesse. For the Dinner Party Stakes at Baltimore he was a favorite against the field, but only finished a good third to Preakness and Eliptic. In his four-year old form he won eight out of the twelve races in which he started, at various distances from a mile dash up to four-mile heats. His last recorded race in the East was in 1872 at the Metairie Course, New Orleans, for the club purse, when he ran unplaced to Monarchist. He made a season in the stud in Tennessee, and then was taken to the Pacific Coast, where he was used in the stud and also re-entered upon a racing career, winning several events at mile heats, two-mile heats and three miles. In the California four-mile heat race he was a substitute for Wildidle, who broke down in training, and showed that, although aged, he still had a great deal of merit left in him.

War Dance enjoys the unique reputation of never having won a single race during his turf career, which, indeed, was limited to a solitary appearance. Nevertheless, what he failed to achieve on the turf, he more than made up by his service in the stud, being one of the most successful stallions known to the Stud Book in modern days. There was no apparent reason why he should not have been a great race horse, as well as a great sire. Son of Lexington, he belonged to one of the most famous families of American horses, and his name might well have been emblazoned beside those of his noble kinsmen, Harry Bassett, Kentucky, Tom Ochiltree, Duke of Magenta, Asteroid, Pilgrim, Wanderer and others. He was foaled in 1861, and was got by Lexington, out of Reel. A gray mare bred in 1838 by Mr. J. Jackson, of Alabama, Reel was a daughter of imported Glencoe, by Gallopade, her dam being by Catton, out of Camillina, Gallopade being also the dam of Fandango and Cotillion, by Leviathan, and Waltz, Jigg, Quadrille and Hornpipe, by Glencoe. Reel was also the dam of Lecomte, Prioress and Stark.

Mr. A. Keene Richards purchased War Dance when he was three years old, and his form then gave great promise for his future. The Civil War that was

raging throughout the South prevented him from being brought out on the turf, and a plan was arranged to send him to England, where his brother, Starke, had just achieved some success. The approach of the Federal armies prevented the carrying out of this plan, and War Dance, with others from Mr. Richards' farm, were sent to Texas for safety. After the war he was brought back to Louisiana, where, in 1866, he was entered for a three-mile dash at the Crescent Course. The strain of training after the long time that he had spent in Texas in idleness and without proper care, was too much for him, and when he went to the post he was already broken down. After this failure he was taken back to Kentucky and made his first season there in 1866. He remained in Mr. Richards' stud until 1881, when his owner died, and he then became the property of Mr. James A. Grinstead. He died in April, 1881, only a few months after Mr. Richards had passed away. Among his most famous get were Sly Dance, Fusilade, Dakota, Auriola, Bullion and Sachem. For many years he stood very near the head of the list of winning sires.

Although he did not have a great reputation as a race horse, Virgil was still possessed of very decided merit. The few performances in which he was engaged showed that he inherited the best qualities of his ancestors and was capable of good deeds. When he was a three-year old, he was started in eight races and won all except two of them, and even then he bowed his head only to such first-class champions as Monday and Ruthless. He was a son of Vandal, by Hymenia. Through Vandal's sire, Glencoe, he descended from Sultan, Trampoline, Selim, Bacchante and Tramp, and through Vandal's dam from Tranby, Blacklock and Trumpator. His dam, Hymenia, was by Yorkshire, out of Little Peggy, the pedigree of the former leading through St. Nicholas, Moss Rose, Emilius, Sea-Mew, Tramp and others back to the first equine families of England. Little Peggy was by Cripple, out of Peggy Stewart, her sire being by Medoc, out of Grecian Princess, and her dam by Whip, out of Mary Bedford.

When in training in the spring of 1868, Virgil failed and was put in the stud, among his get of that year being Girl of the Period, from Nannie Butler. His success was only moderate, however, and his owner, Mr. M. H. Sanford, allowed him to pass from his possession as a wellnigh worthless piece of property. A few years later, however, Mr. Sanford repurchased him, and the performances of his get, such as Vagrant, Virginius and Vigil, soon established his reputation as a first-class sire, a reputation that has increased as the years have gone by, and his progeny have added to their victories and enriched the records of the racing calendar. Among his most celebrated sons have been Hindoo, Minstrel, Vigil, Vagrant, Virginius and Carley B.

Scarcely ranked as first-class in his native England, imported Billet nevertheless achieved a creditable reputation as a race horse, and in this country got several meritorious sons and daughters. He was foaled in 1865 by Voltigeur, out of Calcutta. Through his sire he had crosses of Blacklock, Whitelock, Phantom, Mulatto and others. His dam was a daughter of Flatcatcher and Miss Martin, the former being by Touchstone, who was by Camel, out of Banta, and the latter by St. Martin, out of Wagtail, being descended from Actæon, Galina and Whisker. Billet was bred by Mr. James Smith and brought out in 1867, winning the Zetland Stakes at York, the Egham Stakes at Egham, the Marcham Park Stakes at Abingdon, a sweepstakes at Newmarket and a selling stakes at Worcester. That was the end of his racing career, for he was overworked. In 1869 he was imported to the United States. His first season in the stud was in 1870, and he continued successfully there for more than fifteen years. His most famous sons and daughters were Eva S., Ballard, Washburn and La France, Runnymede and Barnes, out of Mercedes, and Miss Woodford, out of Fancy Jane.

When Glenmore was foaled in 1875 there were few indications that his future would justify even moderate expectation. He was bred by Mr. A. J. Alexander, of the Woodburn Stud. His sire was Glen Athol, of whose merit as a stallion there was as yet no evidence, while his dam, Lotta, although not untried, had never yet been successful. Glen Athol had not figured conspicuously on the turf, and his ungainly appearance did not seem to promise much for his progeny. Glenmore was the first of his get, and although trained as a two-year old, did not start. In his three-year old form he made his debut at Nashville, and was beaten, and also failed in two other races in which he started, one at Nashville and another at Louisville. He was then sold to Mr. William Jennings for \$350, which was an advance of \$175 over the price that his former owner, Mr. Dan Swigert, had paid for him as a yearling. The general impression among turfmen was that Mr. Swigert had made a very good bargain.

Glenmore's sun was rising, however, for after he passed into the hands of his new owner, he won six races to offset those that he lost in that season. As a four-year old he started by running a dead heat with Fortuna at the Louisville Spring Meeting, and then after losing five times won a two-mile race at Chicago in 3 minutes, 37¾ seconds, defeating Checkmate, Blossom, Edinburgh and Aunt Winnie. During that season he won eleven out of the twenty-three races in which he started. His most famous victory was for the Bowie Stakes at Baltimore, four-mile heats, in which he took the second and third heats in 7 minutes, 30¾ seconds, and 7 minutes, 31 seconds. As a five-year old, he ran

thirteen races and won six, and the following year won two out of six, including the Coney Island Cup at Sheepshead Bay, when he defeated Monitor, Parole, Luke Blackburn and Uncas in 3 minutes, 58¾ seconds. In the first five years that he was on the turf, he ran altogether eighty-eight races, winning forty-one of them. Four of his races were at four-mile heats, of which he won two, three being broken heats. His race for the Bowie Stakes was the best then on record.

Tom Bowling was one of the best of the great race horses of the seventies, when to be best implied transcendent merit, for there were many phenomenal thoroughbreds then on the American turf. He was another of the celebrated sons of Lexington, his dam being Lucy Fowler, by imported Albion, and his second dam by imported Leviathan. He was bred by Mr. H. P. McGrath and foaled in 1870. Trained as a two-year old, he started in very promisingly by taking the Thespian, the August and the Flash Stakes, and running second in the Hopeful and the July Stakes. As a three-year old he showed a vastly improved form and won brackets seven times out of the eight starts that he made, running second in the remaining event, for the Ocean Stakes. He defeated Springbok in the Jersey Derby and the Jerome Stakes, and also won the Dixie Stakes, the Robins Stakes, the Annual Sweepstakes and the Travers Stakes.

In his four-year old form he started only four times, but was not defeated in a single race. His best achievement this year, and perhaps the greatest performance of his life, was winning the Monmouth Cup, 2½ miles, in 4 minutes, 42¼ seconds. He also won the Mansion House Stakes and two purse races, one at 1½ miles and one at 3 miles. After his retirement from the turf he spent the remaining years of his life upon Mr. McGrath's farm in Kentucky, where he died in 1897. Like some other of the sons of Lexington, who were noted for their performances on the turf, he was in no-wise successful in the stud. He was a bad-tempered horse, and his obstinacy made him difficult to manage. Although he was one of the worst starters that the turf knew in his time, he was thoroughly game, and when once off never weakened until the last rod of the race had been run. During his career he went to the post with the greatest of all the racers of that period, and, sooner or later, defeated them all.

The blood of Leamington and Lexington has united in developing some of the most celebrated thoroughbreds known to the American turf during the last quarter of a century and more, and Henlopen, who was bred by Mr. H. P. McGrath in 1880, stands high on the list of those who have reflected credit upon their great ancestors. The sire of Henlopen was Aristides, son of Leamington and Sarong, the latter being a daughter of Lexington and Greek Slave, who was by imported Glencoe, out of

Margaret Hunter. Susan Ann, the dam of Henlopen, was by Lexington, out of Roxana, the latter being by Chesterfield, out of Levia. Chesterfield was by Priam, out of Worthless, and Levia was by Tranby, out of Tolivia. Henlopen was a big, blood-red chestnut, with blaze in her face, and had many of the characteristics of appearance that distinguished Thora. So great promise did she give as a yearling that she was sold for \$2,000. Her first appearance as a two-year old was at the Baltimore meeting, when she won the Clabaugh Memorial Stakes, $\frac{1}{2}$ mile, beating eight others, in 51 seconds. In that and subsequent seasons she was very successful, being entered in all the great events of the period and winning many of them.

Leonatus, who won the Kentucky Derby in 1883, was a son of Longfellow, out of Semper Felix, by imported Phæton. His second dam was Crucifix, by Lexington; his third dam Lightsome, by Glencoe; his fourth dam Levity, by imported Trustee; his fifth dam, by imported Tranby, was also the dam of Vandal. His pedigree combined crosses of Leamington, Lexington and Phæton, with a double Glencoe cross through Pocahontas and Lightsome. Semper Felix, his dam, was bred in 1871, but never was known upon the turf. In 1883, in his three-year old form, Leonatus ran second to Cardinal McCloskey for the Maiden Stakes at Louisville, beating twelve others, in 1 minute, 22 seconds. His performance was so creditable and his appearance so promising that he was sold to Messrs. Chinn & Morgan for \$5,000, and was considered one of the most likely candidates for the Derby. In the betting he stood 8 to 1 and afterward 4 to 1, holding rank even with Ascender as favorite. He ran the distance in 2 minutes, 43 seconds, which, in comparison with that of other winners of the Derby, was not at all creditable, being, with one exception, that of Riley, in 1890, the slowest time that has ever been made for that event.

In Waverly, who was foaled in 1870, two strains of latter-day English blood were united. His sire was imported Australian, son of West Australian and Emilia, and his dam was Cicily Jopson, daughter of Weatherbit and Cestria. He was a rich brown horse, 15 hands, 3 inches high, and well built. His dam, Cicily Jopson, was bred in England, in 1859, by Mr. John Osborne, and imported to the United States as a yearling. Coming to this country just before the opening of the Civil War, she never appeared upon the course, but immediately became a brood mare. Through her sire, Weatherbit, she was descended from Sheet Anchor and Miss Letty, and by her dam, Cestria, went back to Faugh-a-Ballagh, Waverly thus having a strain of the blood that was made famous by Leamington. As a three-year old Waverly was successful in three out of six starts, was once second and twice unplaced. He won two-mile heats at Lexington

in 3 minutes, 40 $\frac{1}{2}$ seconds and 3 minutes, 45 seconds; a three mile sweepstake at Lexington in 5 minutes, 58 $\frac{1}{2}$ seconds, and the McGrath Produce Stakes at Lexington, mile heats, the time being 1 minute, 46 seconds, 1 minute, 46 $\frac{1}{2}$ seconds, and 1 minute, 49 seconds. While in training for the season of 1874 he broke down and went to the stud at the Walnut Hill Farm, where he died in 1883. Among his most celebrated get were Wallenstein, Lida Stanhope, Brake-spere, Jennie V., Sir Hugh, Abbotsford, Nimblefoot Kinkead and Talisman. His son, Wallenstein, secured a great reputation as a two-year old on the turf of America, and afterward going to England, established himself in high rank there, being ultimately considered one of the best of the aged class.

By many competent judges imported Mortemer, who died in 1892, at the age of twenty-seven, was regarded as the best race horse that was ever brought across the Atlantic to enrich the blood of the American thoroughbred. Admiral Rous, than whom there has been no more competent judge in this generation, said of him when he was racing in England that he was "the best horse in the world from 6 furlongs up to 2 $\frac{1}{2}$ miles." It is perhaps difficult to fix beyond question the positive rank of any particular horse in comparison with all his rivals, and a sweeping, unqualified statement that one is in every respect the best may admit of some reasonable doubt, even though it comes from such high source as Admiral Rous. At the same time, there is no doubt that Mortemer was a horse of the highest rank, and, on the whole, had no superiors and probably few equals. He was bred by Count Frederick de la Grange at the Dangu Stud, in France, and possessed remarkable speed and endurance. As a two-year old he won two races, and the following year was successful in four. When he was taken to England, that year, his work was less satisfactory, for although he ran four races there, the best that he could do was to be second once and third once. In his four-year old form he began to give better indication of his capacity, winning nine out of eighteen races in which he started, at all distances and all weights, being second seven times, third once and unplaced once.

When he was five years old he did even better, winning five races out of the six that he ran on the Continent, and the only race in which he started in England, that for the Stockbridge Cup. The following year he was seen only on the English courses, where he won the Ascot Gold Cup and a sweepstakes at Newmarket, being third once and second once. He then had a reputation that extended all over Europe, and during the Franco-Prussian War the Prussians laid special plans to capture him, but were frustrated in their attempts by his owner having him smuggled across the Channel to England. After he entered the stud he got several notable horses,

chief among them being Chamant, out of Araucaria, and a half-brother to Rayon d'Or. He was brought to the United States by Mr. Pierre Lorillard and placed in the Rancocas Stud. Among his earlier get were Wanda, Exile, Chimera, Unrest, Katrina, Heva and Bahama, and the brood mares that are descended from him have exercised a valuable influence that it is believed will be permanent.

Equally distinguished by his pedigree, his performances and his get, Himyar occupies an important position in the thoroughbred history of America in this generation. His sire was Alarm by Eclipse, out of Maud. Through Eclipse, who was a son of Orlando and Gaze, he went back to Touchstone, Vulture, Bay Middleton and Flycatcher and other famous English thoroughbreds, while through Maud he traced to Stockwell, The Baron, Pocahontas, The Countess of Albemarle and others. His dam was Hira, daughter of Lexington and Hegira, Lexington giving him the blood of Boston, Timoleon, Sarpedon, Sir Archy and imported Diomed, while through Hegira, the daughter of Ambassador and Flight, he was descended from Plenipotentiary, Jennie Miles, Leviathan and others. Both his dam and his grandam were good race horses, the latter having a record of 2 miles in 3 minutes, 34¼ seconds. His great-grandam, Flight, was the dam of Oliver, who won three mile heats in 5 minutes, 38¼ seconds, and 5 minutes, 38½ seconds.

Foaled in 1875, Himyar started as a two-year old by winning the Colt Stakes at Lexington in 1 minute, 16¼ seconds; the Colt and Filly Stakes at the same place in 1 minute, 44½ seconds, and the Belle Meade Stakes at Louisville, Ky., in 1 minute, 16¼ seconds. In 1878, he won the Belle Meade Stakes at Nashville, Tenn., in 2 minutes, 43 seconds; the Phoenix Hotel Stakes at Lexington, in 3 minutes, 22½ seconds, and the January Stakes at St. Louis, mile heats, in 1 minute, 42¼ seconds, and 1 minute, 43½ seconds. In 1879, he won a 1 mile race at Lexington in 1 minute, 51¾ seconds, a 1 mile and 1 furlong sweepstakes at Louisville in 1 minute, 56 seconds, and a 2 mile race at Louisville in 3 minutes, 35 seconds. He put four events to his credit in 1880—a mile heat race in 1 minute, 42½ seconds, and 1 minute, 44½ seconds; the Merchant Stakes at Louisville in 1 minute, 51¼ seconds; the Turf Stakes at Louisville in 1 minute, 57¼ seconds, and a race of 1 mile and 1 furlong at Louisville in 1 minute, 54¾ seconds. After he was retired to the stud, he got many good racers, among them being those phenomenal ones, Domino and Correction.

Aristides, the first winner of the Kentucky Derby, in 1875, was for a long time regarded as one of the foremost competitors of Ten Broeck, and in the several races in which they contended against each other, first one and then the other was successful. Aristides, like Ten

Broeck, entered upon his turf career in 1874. His first appearance was at Lexington, Ky., when he ran second to Leona in a half-mile sweepstakes for two-year olds. His successive ventures were not less promising, for although he ran unplaced to Meco for the Juvenile Stakes at Jerome Park, unplaced to Caroline for the Hopeful Stakes at Long Branch, and unplaced to Willie Burke for the Saratoga Stakes in July, he was second to Sweet Lips for the Thespian Stakes at the Second Saratoga Meeting in August, won a one-mile race in 1 minute, 46¼ seconds, and at the Jerome Park Fall Meeting in October won a purse at five furlongs in 1 minute, 4½ seconds, beating Babylon, Scramble, Holbrook and others. After running second to James A. in a three-quarters of a mile brush, he closed the season by winning a purse for two-year olds, 1 mile distance, in 1 minute, 44¾ seconds, beating Joe Cerns, Aniella and Holbrook.

During the following season he ran nine times. His first winning event was the inaugural Kentucky Derby at Louisville, in May, when he beat Ten Broeck, Volcano, Verdegriis, Bob Woolley and other good ones. Next, at Jerome Park, in June, he captured the Withers Stakes, 1 mile, in 1 minute, 45¾ seconds, with Rhadamanthus second and Ozark third. The Jerome Stakes at Jerome Park, in October, 2 miles, fell to him in 3 minutes, 43 seconds, with Calvin second, Joe Cerns third and Tom Ochiltree and others unplaced. He closed the season by winning the Breckenridge Stakes at Baltimore in October, 2 miles, in 3 minutes, 36¼ seconds, beating Viator, Tom Ochiltree, Joe Cerns and Bay Final. In his four-year old form, in 1876, his only appearance was at Lexington, where he ran two races. The first was for 2½ miles, in which he conquered Ten Broeck, after a fierce struggle, in 3 minutes, 45½ seconds. His second race was for a purse, 2½ miles, which he won in 4 minutes, 27½ seconds. Both these races were record-breaking performances. As a two-year old he started nine times and won three times; as a three-year old he won five out of the nine races in which he entered, and won both of his four-year old events, making a total of ten winnings out of the twenty which he attempted.

Prominent position in the annals of the turf of this generation must be accorded to Buckden, who was imported from England by Messrs. Hunter & Travers in 1871. He was bred in England in 1869 by Captain F. Thompson. His sire was Lord Clifden, a St. Leger winner, and his dam was Consequence by Bay Middleton, his second dam Result by Mulatto, and his third dam Problem by Euclid. His pedigree combined crosses of Touchstone, Melbourne, Sultan, Catton and Emilius. When he came to this country he was a fine two-year old and presented a distinguished appearance. His turf career began at Monmouth Park in July, 1871, when he

ran second to Malita for the Hopeful Stakes, leaving behind him such good ones as Hubbard, Experience Oaks and others. That was his only appearance during that season, for he fell off in training and was rested. In 1872, at Jerome Park, he ran unplaced to Ortolan in the Fordham Handicap, but in a nine furlongs dash beat Brennus, Business, Girl of the Period and Mimi. At Saratoga he ran a dead heat with Grey Planet, $1\frac{1}{2}$ miles, leaving Jury and Piedmont behind.

Then he ran unplaced to Allie Hunt in a selling race; second to Experience Oaks, beating Grey Planet, Mimi and others; second to Hubbard, beating Nevada, and afterward, at Jerome Park, unplaced to Sue Ryder, in a dash of $1\frac{1}{4}$ miles. At the Baltimore meeting he beat Sue Ryder, Nevada, Victoria, Wheatly and Teetotal, in 1 minute, $44\frac{1}{2}$ seconds for 1 mile distance, and then ran unplaced to Nevada in a free handicap and second to Joe Daniels, mile heats. As a four-year old, in 1873, he ran third to Business in the Peyton Stakes at Baltimore, and then won a consolation race, in which he beat Artist, John Boulger and Sanford at $1\frac{1}{2}$ miles. After running unplaced in the Fordham Handicap that was won by Mate, second to Springbok, mile heats, and second to Stockwood, in a mile and a quarter handicap, he won the Utica Handicap, beating Joe Daniels, King Henry and The Moor, and closed his turf career in 1874 by running second to Fadladeen in a free handicap at Jerome Park. When he broke down and was retired from the turf, in 1875, he became an inmate of the Magnolia Stud and succeeded Daniel Boone at the head of that establishment. Among his get were Bend Or out of Kate Walker, Kimball out of Meta H., Mendelssohn out of Metella, Ascender out of Ascension, and Babcock out of Ethel Sprague. He also sired the first winner of the great Omnibus Stakes at Monmouth Park. He died at the Magnolia Stud in Danville, Ky., in 1882.

Great Tom, a beautiful golden chestnut with a narrow blaze and both hind legs white, was bred by Lord Falmouth in England, in 1873. His sire was King Tom and his dam was Woodcraft by Voltigeur. He was full brother to Kingcraft, the winner of the English Derby, in 1870. He was a horse of great size, standing 16 hands, 2 inches high, but was withal graceful and full of style. In his only race as a two-year old he was unplaced for the Boscawen Stakes at Newmarket. In his three-year old form he secured only two out of the nine races that he attempted, winning the Doncaster Stakes, when he beat Coltness and Morning Star and dividing the St. James Palace Stakes with Glacis. For the Prince of Wales Stakes he ran second to Petrarch, and for the Newmarket Derby third to Skylark. In his four-year old form he ran six races, being at the head in one, second twice and third twice. For the first race ever

run for the Great Champion Stake he was third to Springfield and Silvio.

In 1878, he was imported to the United States and placed in the stud, where he achieved exceptional success. He was the sire of General Harding, one of the famous two-year olds of this generation. His son Thackeray was another of his best get. Through his sire he had some of the best equine blood in the world, King Tom being by Harkaway out of Pocahontas, and being himself the sire of such cracks as Phæton, King Ernest and King Ban, as well as Great Tom. In the male line King Tom traced to Economist, Whisker and others, and on the maternal line direct to Glencoe, Sultan, Trampoline, Muley and others. Through his dam Woodcraft Great Tom traced to Voltair, Venison, Blacklock Mulatto, Partisan and others. He was also directly descended from the immortal Mandane, who was the dam of Lottery, Manuella and Altisidora.

Famous alike on the turf and in the stud, the long and creditable career of Hindoo has given that stallion a high place in the American Stud Book. A bay colt, 16 hands high, he was bred by Mr. Daniel Swigert. His sire was Virgil, by Vandal and Hymenia, and through him he traced to Glencoe, Yorkshire and others. His dam was Florence, daughter of Lexington and Weatherwitch, the latter being by Weatherbit. In his two-year old form he started out in the most brilliant manner. His engagements were on the courses of the South and West, and there he won seven races before he met with a reverse. Then he lost two events and was withdrawn from the turf for the rest of the season, having established his reputation as one of the greatest two-year olds of his generation.

His successes were the Colt and Filly Stakes at the Lexington Spring Meeting, $\frac{3}{4}$ of a mile in 1 minute, $17\frac{1}{4}$ seconds; the Alexander Stakes at the Louisville Spring Meeting, $\frac{1}{2}$ mile in 50 seconds; the Tennessee Stakes at the same meeting, $\frac{3}{4}$ of a mile in 1 minute, 16 seconds; the Juvenile Stakes at the St. Louis Spring Meeting, $\frac{3}{4}$ of a mile in 1 minute, $17\frac{1}{4}$ seconds; the Jockey Club Stakes at the same meeting, 1 mile in 1 minute, 44 seconds, and the Criterion Stakes at Chicago, $\frac{3}{4}$ of a mile, in 1 minute, 15 seconds. At Chicago he ran third for the Hotel Stakes and second for the Day Boat Lake Stakes. In 1881, he began by winning the Blue Ribbon Stakes at the Lexington Spring Meeting, $1\frac{1}{2}$ miles, in 2 minutes, 38 seconds, and then carried off the Kentucky Derby at Louisville in 2 minutes, $10\frac{3}{4}$ seconds, and the Clark Stakes, $1\frac{1}{4}$ miles, at the same meeting, in 2 minutes, $10\frac{3}{4}$ seconds. His defeat of Eole for the Coney Island Cup, in 1883, was his last appearance upon the turf. After that event a special match between the two champions was arranged, but before it could come off Hindoo went amiss and was

retired to the comfort of the stud, which he had well earned.

A son of Hindoo, and also the sire of Hamburg, Hanover has had an unexampled career. Bourbon Bell, his dam, was out of Ella D., by Bonnie Scotland. The pedigree of Bonnie Scotland, through Iago, Queen Mary, Don John, Gladiator and others, has been already given on another page of this volume. Ella D. was a daughter of Vandal by imported Glencoe, and her dam, Falcon, was by Woodpecker out of Ophelia. Bred in 1884, Hanover, in his two-year old form, carried off the Hopeful, the July and the Sapling Stakes at Monmouth Park. The following year, as a three-year old, he started in twenty-seven races, of which he won twenty, his principal victories being the Brookdale Handicap and the Brooklyn Derby of the Brooklyn Jockey Club, the Withers and the Belmont Stakes at Jerome Park, the Swift, the Tidal, the Spendthrift and the Emporium Stakes, and the Coney Island Derby, of the Coney Island Jockey Club, and the Lorillard, the Stockton, the Barnegat and the Stevens Stakes at Monmouth Park.

He showed phenomenal speed and endurance, and was so far superior to others in his class that he practically carried everything before him. One of his best races was the winning of the Emporium at Sheepshead Bay, when, carrying 128 pounds, he ran $1\frac{1}{2}$ miles in 2 minutes, $35\frac{3}{4}$ seconds, defeating Dunboyne, Onoko, Stockton and others. Going stale after he had taken fourteen races, he lost the Raritan Stakes at Monmouth Park, being defeated by Laggard on a heavy track. After that he won the Champion, the United States Hotel, the Second Special, the Breckenridge and the Dixie Stakes. He continued to be a great winner as long as he was on the turf, and after he was placed in the stud got some of the best race horses of the present day. In 1894, the record of his progeny led that of all other sires. Thirty-two of his get started in three hundred and forty-eight races, being first in eighty, second in fifty-two, third in forty-two, and unplaced in one hundred and forty-seven. The largest winners were Handsome, The Commoner, Handspun, Urania and Hessie. In 1897, he again headed the list of winning stallions, chief among his get being the great Hamburg.

Monitor was bred at the Preakness Stud by Mr. M. H. Sanford in 1876, and was for a long time one of the most reliable horses in the stable of Mr. George L. Lorillard. He was a son of imported Glenelg out of Minx, who was by Lexington out of Levity by imported Trustee, and was also a full sister to Monarchist and Sultana. He signalized his debut upon the turf as a two-year old by winning at Monmouth Park the first race in which he started. After running second to Harold for the July Stakes, he won again at Saratoga, but meeting with an accident was not seen again that season. As a

three-year old he won the Excelsior Stakes at Saratoga, beating Bramble, the Beach Stakes at Coney Island, and the Jerome Stakes, defeating Spendthrift, who was regarded as one of the greatest horses of that year. Later on, for the Dixie Stakes at Baltimore, he beat Lord Murphy, the Kentucky Derby winner, who had been brought East for the special purpose of subduing him. As a four-year old he became a cup winner, taking the Coney Island Cup from Uncas and also the Baltimore Cup and the Jerome Park Cup. Uncas, however, defeated him for the Westchester Cup, but before the season was through he won, in addition to cup events, the Elberon Handicap, the Pimlico Stakes and the Bowie Stakes, the latter at four-mile heats.

In his five-year old form he again placed the Baltimore Cup to his credit, and also added to his triumphs the Monmouth Cup, the Grand National Handicap, the Long Branch Handicap and the Navesink Handicap. When he was seven years old, in 1883, he won the Westchester Cup, the Long Branch Handicap, the Shrewsbury Handicap and the Champion Stakes, and ran third to Eole and George Kinney for the Monmouth Stakes, with Iroquois behind him. In 1884, he started in twenty races, winning several of them, in one of which he defeated General Monroe, the Suburban winner of that year. His last race was in a handicap at Monmouth Park, in 1885, when he ran unplaced to Euclid. During his career he started in one hundred and seventeen races, of which he won forty-two, being second in thirty-eight and third in nineteen, his total winnings amounting to \$61,150. He had a popular fame that was second to no horse in his generation. After the close of his turf career he was retired to The Locusts, near Eatontown, N. J., where he died in 1893.

Strains of the great Lexington and of Glencoe gave to Uncas pre-eminence on the turf and in the stud. His sire was Lexington and his dam Coral by Vandal, who was by Glencoe. His granddam was imported Cairngorme by Cotherstone, a son of Touchstone, and a winner of the Derby and the Two Thousand Guineas. In his two-year old form Uncas started only three times. He won the Kentucky Stakes, defeating Harold, Idler, Dan Sparling and others, and ran second in the Saratoga and the Nursery Stakes. He was one of the main dependences of Mr. Pierre Lorillard's stable in that gentleman's first venture upon the English turf, but was a rank failure there, running unplaced for the Two Thousand Guineas, the only race in which he was started. After he was returned to this country he won five out of the fifteen races in which he went to the post as a four-year old, among them being the Westchester Cup, when he defeated Ferida, Monitor and others. In six races he was second, and only once failed to secure place.

So many noble race horses have come upon the turf dur-

ing the last two decades of the century that it is almost a herculean task to keep track of them. Where there were scores who distinguished themselves in the olden times, there are now hundreds who struggle with each other for fame and whose names crowd the Stud Book and the racing calendar. They have won rank in turf annals equal to the best that have preceded them, and in the glory of their achievements must be placed in the same class as the most famous of those who adorned the race track a half century and more ago. Equally entitled to historical recognition along with such champions as Boston, Fashion, Lexington and others who made the early period of the American turf so glorious, their numbers alone may operate to some extent to deprive them of that fair consideration to which they are individually entitled by reason of their work. However brilliant their careers, it is almost impossible that they should not suffer from being part of a large army of equally good ones. Where many are of like distinction, the fame of a single one may not shine so brightly as in the days when a few held the entire front rank for themselves.

Nevertheless, the racing world will cherish quite as fondly in remembrance the peerless youngsters of to-day as it has long held the memory of their ancestors. If briefer consideration must be given to them by reason of the large numbers who equally demand attention, the merest record of their notable careers will be sufficient to embalm them forever in the memories of all lovers of the turf and to give them a permanent place in turf annals. Who can forget Lamplighter, who stood at the head of the Rancocas Stable in 1893? He was the son of Spendthrift and out of imported Torchlight, the sire of Spendthrift being Australian. The dam of Spendthrift was *Ærolite* by Lexington, out of *Florine* by Glencoe. Through his dam, Torchlight, Lamplighter traced to other noted families. His grand-sire was *Speculum*, son of *Vedette* by *Voltiguer*, the dam of *Speculum* being *Doralice* by *Alarm* (or *Orlando*) out of *Preserve*. Lamplighter's grandam on the maternal side was *Midnight* by *King Tom* out of *Starlight*.

Lamplighter did not display much brilliancy in his career as a two-year old. In one of his races at Jerome Park, however, he electrified the crowd by a grand rush through the stretch, coming from at least six lengths behind the last horse and winning the race. As a four-year old he began his work by running third in the Suburban. During that season, he started in sixteen races and won ten, including a walkover at Morris Park. Purchased by Mr. Pierre Lorillard for \$30,000, he became a member of the Rancocas Stable and then won seven and lost three races. His race for the Bridge Handicap was one of the best ever seen, as he carried 127 pounds and ran completely away from all his opponents, covering the 1½ miles in the fast time of 2 minutes, 35¼ seconds.

In 1893, he was a leading favorite for the Brooklyn Handicap, but was only able to run a good second to *Diablo*. The same year he won the Standard Stakes, the Maturity Handicap, the Fall Stakes and the Labor Day Stakes.

A good all-around horse that came out of the Nursery Stud was *Badge*, who was foaled in 1885. His sire was imported *The Ill Used*, and his dam *Baroness* by *Kentucky*, the latter being by *Lexington* and out of *Magnolia*, by imported *Glencoe*. His second dam was *Lady Blessington* by imported *Eclipse*, and his third dam *Philo* by *Mariner*. *Badge* was a horse of unusual good speed, fine action and extraordinary endurance. He was a hard worker, and more reliable than many of his rivals who had a more shining reputation. As a two-year old he won the Autumn Selling Stakes at Coney Island and other important events, beating such all-aged sprinters as *Kingston*, *Cyclops* and others, and winning nine out of his twenty-one starts. As a three-year old he was started twenty-nine times and won fifteen races. His record in the West was extraordinarily successful, and he swept the board there. In the East he won the Palisade Stakes, the Cape May Handicap, the Katonah Handicap and others. Although he was a favorite for the Suburban of 1889, he failed even to secure a place. His winnings that year, which were twelve out of twenty-nine starts, included the Merchants Handicap and the Kentucky Handicap at Louisville, the Mid-summer Handicap and the Rahway Handicap at Monmouth Park and the Racing Stakes at Coney Island. In 1890, he ran second to *Castaway II.* for the Brooklyn Handicap, and that year won thirteen out of thirty-six starts, while in the ensuing year he started thirty-two times and won twelve times. After that he was purchased by Mr. August Belmont and became again an inmate of the Nursery Stud.

Ramapo, who won the Suburban in 1894, was by *Runnymede* (or *Pontaic*) out of *Annie F.* Through *Pontiac*, he had in his pedigree crosses of *Beadsman*, *Salamanco*, *Adventurer*, *Weatherbit*, *Newminster*, *Rataplan* and others. Through his dam, *Annie F.*, he traced to the *Lexington*, *Australian* and *Revenue* families. He was bred by Mr. J. O. Donner, in the Ramapo Mountains, New Jersey, whence his name. As a two-year old he became the property of Messrs. Gideon & Daly, and that year won the Champagne and the Dunmow Stakes at Morris Park. As a three-year old he started twenty-four times, winning nine races and being second in nine, his earnings amounting to \$28,075. His victory in the Omnibus Stakes at Monmouth Park was his most important feat that year.

Among the sons of imported *Billet* few were held in higher esteem or were more deserving of the fame that came to them than *Sir Dixon*, who was foaled in 1885. Through his sire, who was by *Voltiguer* out of *Calcutta*,

he was descended from Blacklock, Flycatcher and Touchstone, and had several crosses of Herod. His dam was Jaconet, daughter of imported Leamington and Maggie B. B. Jaconet was full sister to Iroquois, and traced to imported Myrtle and the Layton Barb mare. The fourth dam of Sir Dixon was Magnolia by Glencoe, one of the best producing mares of her generation. Sir Dixon was bred at the Runnymede Stud, and ran in the colors of Mr. G. B. Morris and afterward in the stable of Dwyer Brothers. As a two-year old he won the Camden, the Select and the Flatbush Stakes, defeating for the latter Tea-Tray, Raceland and others, in 1 minute, 29 seconds. In his three-year old form he defeated Raceland, Prince Royal, Tea-Tray, Los Angeles and others, winning the Withers, the Belmont, the Lorillard and the Travers Stakes.

Onondaga, son of Leamington and Susan Beane, was confined to his two-year old form as a race horse. He started in nine races, of which he won four, including the Juvenile, the July and the Kentucky Stakes, and was then retired. He was a product of the Erdenheim Stud, and was foaled in 1879. In the stud he was remarkably successful, his get coming to the front early in their careers and taking rank among horses of the first class. For several seasons he stood near the top of the list of winning sires. Among the most celebrated of his get have been Oregon, Yum Yum, Once Again, Onward, Ambulance and Outlook.

Hornpipe who won the ninth renewal of the Brooklyn Handicap in 1895, defeated a field of heavily backed favorites, including Ramapo and Dr. Rice. His victory was well deserved, for he was in good form and made a good running. Hornpipe belonged to the stable of the Messrs. Keene, and was then a good four-year old. He was foaled in 1891, the son of imported Mr. Pickwick and Round Dance. Mr. Pickwick was by Hermit, out of Tomato, the Hermit lineage tracing to Newminster, Touchstone, Tadmor and others, while Tomato, by King Tom and Mince Meat, was descended from Harkaway, Pocahontas and Sweetmeat. Through his dam, Round Dance, Hornpipe had distinctively American blood, his grandsire, War Dance, having the Lexington, Boston and Glencoe crosses, while his grandam, Sue Dorrity, traced to Glencoe on the maternal line and to Irish Birdcatcher on the paternal line.

One of the best daughters of Hanover was Handspun, who was out of Spinaway, daughter of Leamington and Megara, the latter being by Eclipse by Orlando, while her dam was Ulrica by Lexington out of imported Emilia. Foaled in 1892, Handspun was bred at the McGrathiana Stud, in Kentucky, and sold as a yearling for \$3,500. She made her debut upon the turf as a two-year old by winning a purse race, at Memphis, and followed this up by winning the Lassie Stakes at the same

meeting, and the Thora Stakes, $\frac{1}{2}$ mile, in 48 $\frac{1}{2}$ seconds. For the Pepper Stakes at Lexington, 4 $\frac{1}{2}$ furlongs, she ran a dead heat with Lollie Easton by Bishop out of Dublin Belle. Spinaway, the dam of Handspun, was one of the best two-year old fillies of 1880, winning seven out of the nine races in which she started and coming in second in the remaining two. She won the Juvenile Stakes at Jerome Park, the Foam and the Surf Stakes at Sheepshead Bay, the Bouquet and the Chestnut Hill Stakes and the Hopeful and July Stakes at Monmouth Park.

Lazzarone, who was defeated in the Brooklyn Handicap of 1895 by Hornpipe, more than retrieved himself a month later by winning the Suburban. He was then a four-year old, having been bred in 1891, and in his earlier years raced principally in the West in the colors of Messrs. Leigh & Rose. In 1894, he was sold and became the property of Messrs. F. D. & J. A. Beard, of the Erie Stable, of Brooklyn. He was a son of Spendthrift by Australian out of Aerolite, thus being bred on paternal lines to Melbourne, Matchem and Young Emilius of modern English thoroughbreds, and to the purely American lines of Lexington, Boston and Glencoe. Lazzarone was out of Spinaway, one of the speediest mares that ever ran. She was the daughter of imported Leamington and Megara, thus having crosses of Sir Hercules, Eclipse and Lexington in her pedigree. She was the dam of several good horses, among them Spinalong, Handspun and Montauk.

Raceland, one of the best known members of Mr. August Belmont's stable, was by imported Billet out of Calomel, and was foaled in 1885. As a yearling he gave no promise of future greatness and was sold at a small price to Bookmaker Ullman. His appearances were deceptive, however, for when he came into his two-year old form he took his place along with the best horses of that year, winning nine races out of the twelve in which he started, being second in one and unplaced in two. His victories included the Quickstep Stakes at Chicago, the Great Eastern Handicap at Coney Island and the Arlington and the Capitol Stakes at Washington, defeating such good horses as Los Angeles, Sir Dixon, Badge, George Oyster and others. After 1887, he raced for the stable of Mr. August Belmont, who paid for him \$17,500. When the Nursery Stud was sold, in 1891, Mr. Dwyer bought him for \$7,000. As a three-year old, he won seven races, was second twice, third once and unplaced twice. The following year he came more than ever into prominence by winning the Suburban, and then added seven other successes to his record, running second three times and being unplaced twice.

In 1890, he ran again for the Suburban, and was defeated, but won four out of his eight starts, being second twice and unplaced twice. His record for 1891, the first

year that he ran in the colors of Mr. M. F. Dwyer, was quite as good, for he won seventeen events and was second in six, third in three and unplaced in three. The following year he was successful in only seven out of twenty-one starts, but in 1893 came strongly to the front again, winning eighteen races out of thirty-four in which he started, being second in ten, third in two and unplaced in four. His great successes this year were the Hudson River Handicap at Morris Park in 2 minutes, 14 seconds, beating His Highness; a high weight handicap at Coney Island in 2 minutes, 8 seconds, beating Gloaming, and a 1 mile, 1 furlong at Morris Park in 1 minute, 53½ seconds. The season of 1893 saw the practical end of his racing career. In the following year he was started twice, ran third once and was unplaced once, and then broke down and was withdrawn from the turf. A year later his condition was such that his owner had him shot. During the eight years that he was on the turf he started in one hundred and thirty-one races, of which he won seventy, bringing to his owners a total of \$119,460. He was second in twenty-seven races, third in thirteen and unplaced in twenty-one.

The principal member of the Oneck Stable, in the early nineties, was Sir Walter, who was at all times a popular horse. He was the son of imported Midlothian out of La Scala, Midlothian being by Rataplan (or Strathconan) out of Lufra. Rataplan was by Newminster out of Souvenir, Newminster being a son of Touchstone and Beeswing, and Souvenir a daughter of Chanticleer and Birthday. Lufra was by Windhound out of Maud, the former being by Pantaloon out of Phryne, and the latter by Loup Garou out of Venilia. La Scala, the dam of Sir Walter, was by Joe Hooker out of Abbey, her sire being a son of Monday, who was by Colton out of Molly Jackson, his dam being Mayflower by imported Eclipse, out of Hennie Farrow. Abbey, the dam of La Scala, was a daughter of Norfolk and Ada C., the former a Lexington colt and the latter by Revenue out of Sally Morgan.

As a two-year old Sir Walter won the Great American Stakes, defeating Don Alonzo, Ajax, Morello and others; the Seaside Stakes, the Great Eclipse Stakes, beating Don Alonzo again; the Atlantic Stakes and the Seabright Stakes, his total winnings for the year being \$41,745. In his three-year old form there was none better on the turf at that time, and he easily beat such famous ones as St. Leonard, Don Alonzo and Ramapo. His victories this year included the Tidal, the Lorillard, the Stockton, the Stevens and the Fulton Stakes, his total winnings being \$39,550. In 1894, he captured the all-aged Serial Handicap and other events, and ran third for the Brooklyn Handicap. The following year he made an attempt for the Brooklyn Handicap again and ran third, and was also second for the Suburban of that year. He ran third for the Metropolitan Stakes in 1896, and then captured the Brooklyn

Handicap on his third trial in that race. He has had a long and notable career, being one of the most faithful and hard-working horses in contemporaneous times. Most of the great events of the turf have fallen to him sooner or later, and in 1897, at the age of seven years, he was still in good condition and considered worthy to enter for the Suburban of 1898.

Dobbins, who carried Mr. Richard Croker to fame as a turf magnate, was a Tennessean of royal equine birth. His sire was imported Mr. Pickwick, and his dam the great racing filly and brood mare, Thora, daughter of Longfellow, and granddaughter of both Leamington and Lexington. He was bred by Mr. Charles Reed, and as a yearling became an inmate of the Ehret Stable. When the Ehrets gave up racing and sold their horses, Mr. Croker bid high and became the owner of this promising half-brother to the famous Yorkville Belle. The colt, which up to that time had been nameless, was now called Dobbins, and in the spring of 1893 went to the post under the Croker colors. After he got through going that season and was retired to rest for the winter, he had been fifteen times a winner and had brought to the Tammany chieftain something like \$57,000 in stake money. He was started in twenty-five races and fought many hard contests, his gameness early making him a favorite and steadily increasing his popularity as the season went on.

His first winning was a half-mile sweepstakes at the Brooklyn Spring Meeting, and after that he beat Halton, Bowers, Sir Excess and others for the Control Stakes; ran second to Domino in the Great American Stakes; beat Declare, Hurlingham and others for the Tremont Stakes at Morris Park; won the Bartow Stakes at Morris Park; was second to Domino in the Great Eclipse Stakes; won the Anticipation Stakes, the Foam and the Zephyr Stakes; ran third in the Great Trial Stakes at Coney Island; won the June Stakes and the Atlantic Stakes; was beaten by Jack of Spades in the Seabright Stakes and also beaten for the Cairo Stakes and the Select Stakes, the latter by Senator Grady; won two purses at Saratoga; lost the Futurity to Domino by a head; ran that famous dead heat with Domino in a match race, that was the sensational turf affair of the year; was beaten by Prigg in the Prospect Stakes and by Henry of Navarre in the Algeria Handicap; and after winning a sweepstakes and the Dunmow Stakes, closed the year by yielding to Sir Excess by a neck in the Champagne Stakes. The great Dobbins-Domino match race was one of the most sensational turf affairs of the year and perhaps of the decade. Domino had run an unchecked career, and yet the followers of Dobbins believed that their favorite was the better horse. When the race came off there was a battle of giants, a struggle of fierce endeavor. At the end of it the judges could not separate

the two heads, one from the other, and the world heard of the gamest dead heat that had ever been fought. Domino went to the stud unbeaten, but the star of Dobbins was in the ascendant.

When the spring came again, the son of Mr. Pickwick was in good form and began his three-year old career in full promise of surpassing even himself. He stood almost supreme on the turf, and galloped along through the hot summer days and managed to carry off full \$55,000, despite the fact that three-year old races are not as valuable as those for the two-year olds. In 1895, he was in the stable that Mr. Croker took to England. Great hopes were based upon him, and it was confidently believed that he was a sure thing for a surprise of the Britains upon their own soil. But these expectations were doomed to disappointment. While he was in training he pulled up lame. Then he was sent into retirement and was surrounded with some of the best brood mares of England. He was great, game and honest, the highest type of the first-class American horse.

Chosen to be another of the leading representatives of the American turf in the string that Messrs. Croker & Dwyer took to Europe in 1895, Banquet, who was then an eight-year old, had already proven himself to be a worthy son of imported Rayon d'Or. He was foaled in 1887 and bred by the Honorable William L. Scott at the Algeria Stud. His dam, Ella T., was by War Dance out of Bonnie Kate, the latter being by imported Knight of St. George out of Eagle, who was a famous gray mare, foaled in 1852. In his two-year old and three-year old forms he was raced in the colors of Mr. Scott. He then became the property of Mr. M. F. Dwyer, and during the next four years, previous to his departure for Europe, had a notable career. In 1889, he won five races; in 1890, thirteen; in 1891, thirty-four; in 1892, twenty-two; in 1893, twenty-four, and in 1894, twenty, making a total of one hundred and eighteen. One of his best achievements was the winning of the Navesink Handicap at Monmouth Park, in 1892, $1\frac{1}{2}$ miles, in 2 minutes, $34\frac{1}{2}$ seconds.

The following year at the Spring Meeting of the New York Jockey Club he won the Standard Stakes, $1\frac{1}{4}$ miles, in 2 minutes, $5\frac{3}{4}$ seconds. His dead heat with Ramapo for a handicap sweepstakes at Sheepshead Bay, in 1894, which was run off and won by him, was the exciting event of that season. Among his other successes were the Expectation Stakes, in 1889, and the Realization, the Lorillard, the Stevens and the Stockton Stakes, in 1890, the latter, $1\frac{1}{4}$ miles, in 2 minutes, $3\frac{3}{4}$ seconds. In 1891, he won the Monmouth Handicap and the Country Club Handicap. Less successful on the English turf than he had been in his native land, in July, 1895, he ran second to Virago in a trial plate selling race at Newmarket, with Golden Slipper third. The owner of Golden Slipper

claimed him, and he passed out of the hands of Messrs. Croker & Dwyer. Previous to this, however, he had won a selling race over the ditch mile at Newmarket, an uphill course and one of the severest in England, defeating Drugo, Courante and seven others.

Stonenell, a chestnut horse by Stonehenge out of Nell, was bred by Mr. D. D. Withers and foaled in 1889. As a two-year old he was raced in the colors of Mr. Withers, but the same year became the property of Mr. M. F. Dwyer. He then won twelve races, his best performances being a sweepstakes at Coney Island over the Futurity course in 1 minute, $10\frac{2}{5}$ seconds, and a welter-weight handicap at Morris Park, 5 furlongs, in $59\frac{1}{4}$ seconds. He was successful in twenty-four races in 1893, winning three at a mile distance, one of them in 1 minute, $41\frac{1}{2}$ seconds, a time that would compare with the best records of the American turf. He was best at 7 furlongs and under. In 1894, he won fourteen races, being defeated twice that year by Glenmoyne. Taken to England as the second member of Messrs. Croker & Dwyer's string in 1895, his career as an American race horse, under American colors, was brought abruptly to an end, for he ran in a selling race at Newmarket in May and was claimed by Mr. T. Hoodless.

Domino, who won the Futurity in 1893, was bred by Major B. G. Thomas at the Dixiana Stud. He was a son of Himyar out of Mannie Grey. His dam was a daughter of Enquirer out of Lizzie G., Enquirer being a son of imported Leamington out of Leader, daughter of Lexington and Lize. Lizzie G., the grandam of Domino, was by the celebrated War Dance, by Lexington out of Reel, her dam being a daughter of Lecomte and Edith. Domino was a full brother to Correction, and was sold as a yearling, in 1892, to Mr. James R. Keene for \$3,000. He became one of the most celebrated horses on the American turf in this generation, beating everything with which he was brought into contact. His first start as a two-year old in 1893, was for a sweepstake, 5 furlongs, which he won by 6 lengths in a gallop in 1 minute, 2 seconds.

His subsequent winnings that year were the Great American Stakes at Gravesend in 1 minute, $1\frac{3}{4}$ seconds; the Great Eclipse Stakes at Morris Park in 1 minute, $12\frac{3}{4}$ seconds, when he beat Dobbins, Declare, St. Julian, Hurlingham and Sam Lucas; the Great Trial Stakes at Coney Island in 1 minute, 14 seconds, beating Hyderabad, Dobbins, Declare and others; the Hyde Park Stakes at Washington Park, Chicago, in 1 minute, 14 seconds, beating Peter the Great, Vassal and others; the Produce Stakes at Monmouth Park in 1 minute, $14\frac{1}{2}$ seconds, and the Futurity against Dobbins, Galilee and others. As a result of the Futurity a special race for \$10,000 a side was arranged between Domino and Dob-

bins, and was run at Sheepshead Bay over the Futurity Course and was a dead heat between the two in 1 minute, 12 $\frac{3}{4}$ seconds. Domino then won the Matron Stakes at Morris Park in 1 minute, 9 seconds, and closed one of the most remarkable careers ever known to the American turf, having fairly earned the title that was given to him of being "the unbeatable black wonder."

Great surprises have always come to be looked for on the turf, and, paradoxical as it may seem, surprises are, after all, not always surprises in the broadest sense of the word. When Mr. Marcus Daly's Ogden came in at the head of a large field in the Futurity of 1896 the surprise was one that was not wholly unanticipated, although perhaps the majority of frequenters at Sheepshead Bay had not discounted it, especially in their betting. It has been estimated that, as a result of Ogden's winning, at least \$500,000 changed hands upon that eventful occasion, and his victory at that time was not that of an outsider, for he was brought to the post in perfect condition and showed himself entitled to rank among the fastest and gamest two-year olds of this generation. He ran the race a full second lower than the best previous record, which had been established at 1 minute, 11 seconds, by The Butterflies in 1894. Ogden was a brown colt of the best English and Irish blood. His sire was Kilwarlin, son of Arbitrator and Hasty Girl. Arbitrator was by Solon out of True Heart, Solon being a son of West Australian and True Heart a daughter of Musjid and Mary Jane.

Hasty Girl, the dam of Kilwarlin, was a daughter of Lord Gough and Irritation, Lord Gough being by Gladiateur out of Battaglia, and Irritation by King of Trumps out of Patience. Kilwarlin was bred in 1884 by Tom Connolly at Curragh View, County Kildare, Ireland. As a racer he had a good career, winning the St. Leger in 1887, and the Tenth Great Challenge Stakes at Newmarket in the same year, when he defeated Fronduce, Wise Man, Fleur de Marie and Bella Donna. Oriole, the dam of Ogden, was by Bend Or out of Fenella. She was bred in 1887 by the Duke of Westminster. Bend Or, as is well known, traced to Doncaster, Stockwell, Thormanby and the great English families which those champions represented. Fenella was by Cambuscan out of La Favorita, the former being a son of Newminster and The Arrow, and the latter a daughter of Monarque and Constance. Fenella was also the dam of Dourance, by Rosicrucian. By Bend Or, Dourance was the dam of Quetta, who threw Gray Leg and Cayenne, both by Pepper and Salt and Helen by Marian.

The blood of imported Leamington, Lexington, imported Glengarry, Thormanby, the great Derby winner, and imported Bonnie Scotland, were all united in Dr. Rice, whose pedigree had crosses of the most famous thoroughbreds on both sides of the Atlantic. The sire

of Dr. Rice was Onondaga, son of imported Leamington and Susan Beane. His dam was Bonnie Lee, by imported Glengarry out of Bonnie Harold. Dr. Rice's great title to fame was his winning of the Brooklyn Handicap in 1894, when he ran the distance in 2 minutes, 7 $\frac{1}{4}$ seconds. He was bred in 1890 at the McGrathiana Stud, and in general appearance and build favored his noted sire. As a two-year old he was one of the best in his class, defeating nearly all his rivals, and in his three-year old form he won the Withers Stakes and other events. Ornament, who won the Latonia Derby in 1897, and the Brooklyn Handicap in 1898, has earned a reputation of being one of the best horses of his age in the country. He is a son of imported Order, who was by Bend Or out of Angelica. Through Bend Or he traced to Stockwell, Doncaster and Thormanby, and through Angelica to Vedette and Flying Duchess. Victorine, the dam of Ornament, was got by Onondaga, son of imported Leamington, her dam being Maria D., who traced to Lisbon, Phaeton, Lexington and Lightsome.

Hamburg, one of the most sensational horses of 1897, and perhaps, even of the decade, was got by Hanover out of Lady Reel. His great performance that brought him to public attention and established him as the foremost two-year old of the year, was his winning of the Great Trial Stakes at Sheepshead Bay in July, when he ran over the Futurity Course, in 1 minute, 12 $\frac{1}{2}$ seconds. He was not looked upon as a winner in the betting, the odds being 7 to 1 against him. He beat such good ones as Previous, who was second; George Keene, who was third, and a field consisting of Firearm, who was the favorite in the betting, Bowling Brook, Varus, Handball, Landemann, Kitefoot, Urillo, The Huguenot and Commerce. During 1897, he was owned by Mr. J. E. Madden, but was subsequently sold to Mr. Marcus Daly, who, according to report, paid \$40,000 for the celebrated colt. About the same time his dam, Lady Reel, was sold in Kentucky for \$15,000, a phenomenal price for a brood mare.

The winner of the Kentucky Derby in 1897, Typhoon II., was by imported Topgallant out of Dollie Varden. Topgallant was a son of Sterling and Seamark, Sterling being by Oxford, son of Birdcatcher and Honey Dear, while his dam, Whisper, was the daughter of Flatcatcher and Silence. Seamark was by Adventurer, out of Seagull, the former being a son of Newminster and Palma, and the latter a daughter of Lifeboat and Wild Cherry. Dollie Varden, the dam of Typhoon II., was by imported Glenelg out of Nannie Black, the latter being by Virgil, son of Vandal, and out of Nannie Butler, daughter of Lexington and Tokay. As a two-year old Typhoon II. won seven out of the sixteen races in which he started, and was second five times. Among his best work was the defeat of Ornament in two races.

Howard Mann, the winner of the Brooklyn Handicap of 1897, was foaled in 1893, being a son of Duke of Montrose by Seamew. Through his sire he traced to Australian, Weatherbit, Bonnie Scotland and Sovereign, and through his dam to Rosicrucian, Beadsman, Cambuscan, Buckden and Lexington.

Probably no son of Eolus has been more famous or more deserving of the reputation that he achieved than Morello, the famous Futurity winner. He has been called "one of the most sensational horses that ever ran in America." Bred by Dr. W. C. Hardy and Captain R. J. Hancock, of Virginia, he was sold as a yearling to Mr. Bernard Doswell for only \$100, so absolutely unpromising was his appearance. By the time he was a two-year old, he had so improved that he was valued at \$1,000, at which price he was sold to Mr. William M. Singerly and Mr. Frank Van Ness. Before he started in the Futurity of 1892, he had won eleven out of fourteen races, although few of them had been important events. He was not in the best condition to run the Futurity Course, but easily landed the prize, defeating Lady Violet, St. Leonards and others, in 1 minute, 12½ seconds. At the Hawthorne Park, Chicago, the following year, he won the Chicago Derby from Boundless, but his great achievement was the winning of the Wheeler Handicap at Washington Park, Chicago, in July, 1893. With 117 pounds up, he covered 1¼ miles in 2 minutes, 5 seconds, equaling the record of Salvator at that distance three years previously at Sheepshead Bay. The record stands to-day unchallenged for that distance. It is considered even better than Salvator's, since the latter was a four-year old, while Morello was only in his three-year old form. After completing his turf career, Morello entered the stud of Mr. J. O. Reese, in California, and there died in 1896.

By all odds the most distinguished son of Bramble was Ben Brush, who won the Suburban Handicap in 1897. He was a horse of remarkably good breeding on the side of his dam as well as on that of his sire. His dam was Roseville, a mare who was foaled in 1888 and bred by Commodore J. E. Kittson. Roseville was by Reform out of Albia. Reform, as we have several times had occasion to point out, was a son of imported Leamington by imported Stolen Kisses. Albia was by Alarm out of Elastic, Alarm being a son of imported Eclipse by imported Maud, and Elastic a daughter of Kentucky and Blue Ribbon. Albia was also the dam of Azra, the winner of the Kentucky Derby, the Clark Stakes, and the Travers Stakes, as a three-year old in 1892. Ben Brush was bred in 1893, and his first start in his two-year old form was for a purse at Louisville which he won. Afterward he won the Cadet Stakes at Louisville, 4½ furlongs, in 58 seconds; the Harold Stakes at Latonia, 5 furlongs, in 1 minute, 2¾ seconds; the Emer-

ald Stakes at Oakley, 5 furlongs, in 1 minute, 2¼ seconds; and the Diamond Stakes at Oakley, 5½ furlongs, in 1 minute, 8 seconds. When he made his appearance upon the Eastern tracks that year he had an unbroken record of success, but the rest of his season was less satisfactory to his owner.

Starting first at Sheepshead Bay, he finished third to Right Royal and Floretta IV. in a six furlongs race, which the winner made in 1 minute, 13½ seconds. He succeeded in winning at five furlongs in 1 minute, 2 of a second, but came in second to Requitall for the Flatbush Stakes and ran unplaced for the Great Eastern Handicap. His victory in the Holly Handicap at Gravesend served, however, to re-establish him in public favor, since he ran the five furlongs in 1 minute, 1½ seconds, beating Margrave, Crescendo, Silver II. and others. When he won the Suburban, beating Havoc and others, and, running the distance in 2 minutes, 7½ seconds, he became firmly fixed in racing history as one of the speediest horses of his generation.

When Requitall won the Futurity in 1895, a representative of the choicest and most fashionable blood in England at the present time came conspicuously to the front. Eothen, the sire of Requitall, was bred at Yardley Stud, England, and imported as a yearling in 1884, by Mr. D. D. Withers. He was the son of Hampton and Sultana, Hampton being by Lord Clifden out of Lady Langden. Lord Clifden was the son of Newminster and The Slave, and Lady Langden the daughter of Kettledrum and Haricot. Sultana was by Oxford out of Besika, Oxford being by Birdcatcher out of Honey Dear and Besika by Beiram out of Meirope. Hampton was for several years one of the leading sires of England, rivaling in popularity even St. Simon and Isonomy. Among his get have been some of the greatest performers on the English turf in this generation, including Merry Hampton, winner of the Derby in 1887, Ayrshire, winner of the Derby in 1888, and Ladas, winner of the Derby in 1894.

Oxford, the sire of Sultana, was also the sire of Sterling and of Isonomy, who, in turn, was the sire of Isinglass and Common. Eothen's second dam, Besika, also threw Moslem, a winner of the Two Thousand Guineas, while his third dam, Merope, produced Flying Duchess, who was the dam of Galopin, the sire of St. Simon. Retribution, the dam of Requitall, was by Reform out of Nemesis and was finely bred in the lines of Eclipse and Herod. Her sire, Reform, was by imported Leamington out of Stolen Kisses, the latter being a daughter of Knight of Kars and Defamation. Nemesis, the dam of Retribution, was by imported Eclipse, son of Orlando and Gaze, her dam being Echo by Lexington out of Mary Innis. Requitall was bred at the Brookdale Farm of Messrs. W. P. Thompson & Sons, and foaled

in 1893. He was a horse of fine appearance and a great favorite when he started for the Futurity, which he succeeded in carrying off, having previously won that year five out of the six events for which he was started.

Among the names of the greatest thoroughbreds that have achieved public approval on the American turf in this generation, the name of Tenny is conspicuously entered in a high place. His sire, Rayon d'Or, had the English St. Leger and other victories to his credit, and transmitted to his son the blood of such famous English thoroughbreds as Flageolet, Plutus, Trumpator, Monarque and Chamant. Araucaria, the dam of Rayon d'Or, was a daughter of Ambrose and Pocahontas, Ambrose being by Touchstone and Annette and Pocahontas by Glencoe and Marpessa. Among other distinguished ancestors of Tenny, on the side of his sire, were Priam, Orlando, Bay Middleton, Venison and Darkness, comprising some of the best blood of the English turf. The dam of Tenny was Belle of Maywood, daughter of Hunter's Lexington and Julia Mattingly. Hunter's Lexington, it is almost needless to say, was a son of the great horse whose name he bore, and his dam was Sally Lewis, daughter of imported Glencoe and Motto. Sally Lewis was one of the best mares of the middle of the century. She was the dam of Susan Beane, who in turn was the dam of Sensation, Stratford, Susquehanna and Onondaga. Julia Mattingly, the grandam of Tenny, was by John Morgan, son of imported Sovereign and Sally Lewis. Her dam was Blue Bell, daughter of Chorister.

In his two-year old form Tenny's maiden race was the Owner's Handicap at Latonia. The following year he demonstrated his prowess by winning the Fort Hamilton Handicap at Brooklyn, the Volunteer Handicap at Sheepshead Bay, the Passaic, the Eatontown and the Choice Stakes at Monmouth, the Van Nest and the Electric Stakes at Morris Park, the Fulton Stakes at Brooklyn and the Oakland Stakes at the Fall Meeting, Morris Park. In his four-year old form the Westchester Cup and the New York Jockey Club Handicap fell to him at Morris Park, the Ocean and the Eatontown Stakes at Monmouth and the Labor Stakes at Sheepshead Bay. The great Salvator-Tenny match of the same year was a turf event that will never be forgotten by those who witnessed it. The season that he was five years old, Tenny won the Brooklyn Handicap, the Flight Stakes at Sheepshead Bay and the Ocean Stakes at Morris Park. After he was retired to the stud he got several good horses, the best known of his sons, perhaps, being David II., a bay colt, who ran in England with considerable success, and had, among his other triumphs, a win in the Maiden Stakes at Newmarket.

Fewer horses have ever had a higher place in popular esteem in recent times than Henry of Navarre. His blood was of the best, having in it strains of Lexington,

Glencoe, Eclipse, Leamington and other famous cracks. Foaled in 1891, he was got by Knight of Ellerslie out of Moss Rose. His sire was by Eolus and Lizzie Hazlewood, and Eolus was by imported Leamington. The dam of Eolus was Fanny Washington out of Sarah Washington, by Revenue, all three of the last named horses being among the most successful on the American turf in the closing years of the first half of this century. Lizzie Hazlewood, the dam of Knight of Ellerslie, was by Scathelock out of War Song, Scathelock being a son of the great American Eclipse and Fanny Washington, while War Song was by War Dance out of Eliza Davis. On the side of his dam Henry of Navarre traced to Lexington and imported Glencoe, and had all the virtue of blood that pertained to those great families. His dam, Moss Rose, was by imported The Ill-Used out of Scarlet. The Ill-Used gave to him some of the best blood known to the modern English turf. Scarlet, the dam of Moss Rose, was by Kentucky, dam Marroon, Kentucky being a son of Lexington and Magnolia, and Marroon a daughter of Glencoe, out of a sister to Tangent.

In his two-year old form, Henry of Navarre in 1893 ran ten races, being first in six, second in two, third in one and once unplaced. His first success was in carrying off the Breeders' Stakes at Lexington in 1 minute, $4\frac{1}{2}$ seconds. His total winnings the first year were \$10,708. As a three-year old in 1894 he did not start off well, running second or third in such events as the Brooklyn Handicap, the Metropolitan Handicap and the Withers Stakes. He won the Belmont Stakes in 1 minute, $56\frac{1}{2}$ seconds, and was unplaced in the Suburban. Among his other triumphs of this season were the Travers Stakes, for which he covered the distance in 2 minutes, $10\frac{1}{4}$ seconds, the Foxhall stakes, in 1 minute, $53\frac{3}{4}$ seconds; and the Iroquis Stakes in 1 minute, 43 seconds. His total winnings for the year were \$37,760. In 1895, he won the Merchants' Stakes of the Latonia Jockey Club in 1 minute, 55 seconds; the Country Club Stakes of the Cincinnati Jockey Club in 1 minute, $55\frac{1}{2}$ seconds; the Manhattan Handicap at Morris Park in 2 minutes, 7 seconds; the Municipal Handicap at Morris Park in 3 minutes, 2 seconds, and several special races, earning \$14,015. His great success in 1896 was in winning the Suburban, which he carried off in the good time of 2 minutes, 7 seconds. During the first three years that he was on the turf he started in forty races, twenty-seven of which he won.

Son of imported St. Blaise and Susquehanna, Potomac was one of the greatest thoroughbreds ever foaled in America. Through his sire, who was a son of Hermit and Fuzee, he traced to Newminster, Touchstone, Tadmor, Orlando, Gladiator, Vesuvienne, Malibran and other great horses of the English turf. On the side of his dam, Susquehanna, who was a daughter of Leamington and

Susan Beane, he united the Leamington and Lexington blood, Susan Beane being a daughter of Lexington and Sally Lewis, who was a daughter of imported Glencoe and Motto. Potomac made his *début* upon the turf in his two-year old form, in 1890, when he cantered home in front of Masher for the Futurity, with Strathmeath, Montana, Rey del Rey, Ambulance, Kildeer, Russell and others also behind him. His other winnings in this year were the Red Bank Stakes at Monmouth Park and the Flatbush Stakes at Sheepshead Bay. In his three-year old form he won the Spendthrift and the Realization Stakes at Sheepshead Bay and the Barnegat Stakes at Monmouth Park, and earned the distinction of being the only horse who had ever won those two richest events of the American turf, the Futurity and the Realization. As a four-year old he won several purses and sweepstakes and was then retired to the stud. The grand total of his performances were twenty races, in eleven of which he was first, being second in four, third in two and unplaced in three. His total winnings were \$116,085.

The chestnut colt Handspring, who was foaled in 1893, added to the reputation of his sire, Hanover and his grandsire Hindoo. The blood of Virgil, Vandal, Lexington and Bonnie Scotland, that came to him on the male side, was fully displayed in his achievements as a two-year old and a three-year old. His dam, My Favorite, was a daughter of imported Rayon d'Or and Nannie H., the latter being a daughter of Imported Glen Athol and Sallie Watson by Ringgold, out of Ann Watson. As a two-year old in 1895 he won the Great Trial Stakes at Sheepshead Bay, easily defeating Applegate by $1\frac{1}{2}$ lengths. In 1896, his great achievement was his defeat of Hastings at Morris Park, in one of the finest and closest struggles that the race course has ever seen, both great thoroughbreds fighting it out inch by inch and Handspring winning by a short head in 1 minute, 41 seconds.

Although St. Blaise gave many eminent thoroughbreds to the American turf, few, if any of them, have surpassed Clarendon in brilliancy of performance. His dam was Clara by imported The Ill-Used, out of imported Camilla. The Ill-Used was the sire of His Highness, Lady Violet and many others of equally high rank. Camilla was a daughter of King Tom, who was by Harkaway out of Pocahontas; her dam was Agnes, one of the finest representatives of the family that went by that name. Bred in 1887, Clarendon made his *début* upon the turf as a two-year old, but did not appear to advantage, being unable to score brackets, although he showed himself possessed of qualities entitling him to rank in the first-class. During the season he beat such good ones as Padishah, Chaos, Chesapeake and others. As a three-year old he won a sweepstakes at Morris Park, 1 mile, in 1 minute,

$41\frac{1}{2}$ seconds; a sweepstakes at Monmouth Park, $1\frac{1}{8}$ miles, in 1 minute, 57 seconds; the Seaside Stakes at Monmouth Park, 6 furlongs, in 1 minute, 16 seconds; a 6 furlongs sweepstakes at Monmouth, in 1 minute, 13 seconds, upon which occasion he beat Tipstaff, Major Daly, Fitzjames, Bella B., Blackburn, My Fellow and others; the Trenton Stakes, in which he beat Kempland and others; a sweepstakes over the Futurity Course at Sheepshead Bay at the head of a field of sixteen, in 1 minute, $11\frac{3}{5}$ seconds, and a handicap at Linden, beating Eolo, Lavina Bell, My Fellow and others. In 1891, he defeated Eon, son of Eolus, at Gravesend, and then was defeated for the Maturity Handicap, the Parkway Handicap and the Fourth of July Handicap, in the latter running second to Raceland. In 1892, he ran fifth in the Brooklyn Handicap.

Bright Phœbus, who won the Realization in 1895, was a son of Falsetto, who was by Enquirer out of Farfaletta. Through his grandsire he had the much prized Leamington and Lexington blood, while through his grandam Farfaletta, he had the Australian, Lexington and Glencoe blood. The dam of Bright Phœbus was Buff and Blue, who was by War Dance out of Balloon. War Dance transmitted to him crosses of Boston, Lexington and Glencoe. Balloon, the dam of Buff and Blue, was by imported Yorkshire out of Heraldry. The Butterflies, winner of the Futurity in 1894, in the extraordinary good time of 1 minute, 11 seconds, was got by Sir Dixon out of Mercedes. Sir Dixon was one of the best sons of Billet and Jaconet, thus uniting the Voltigeur, Leamington and Australian blood. The dam of The Butterflies was by Melbourne, Jr., out of Lady Hardway, her sire being Knight of St. George by Irish Birdcatcher, and out of Melrose by Melbourne. Lady Hardway was by Commodore by Boston and out of Reunion by Union.

Another recent winner of the Realization, the greatest of three-year old events, was The Friar, who came in at the head of a good field in 1897. He was by Friar's Balsam out of Lizzie Baker and was imported as a yearling. His performance in the Realization eclipsed all previous records for the event. Jack of Spades, who won the Great Eastern Handicap at Sheepshead Bay in 1893, was by Magnetizer out of Nellie Jane. His pedigree showed the best modern strains linked to some of the staunchest lines of old American and English families. His sire was by The Ill-Used out of Magnetism, the former giving him the Stockwell, Blink Bonnie and other crosses and the latter, Lexington and Balrownie crosses. Nellie James was by Dollar out of Fleur des Chants, Dollar being descended from Flying Dutchman and Bay Middleton and Fleur des Chants through her sire Newminster tracing to Touchstone, and through her dam Maria to Harkaway.

Kingston, who was by Spendthrift out of Kapanga,

was foaled in 1884. Of little consequence when a two-year old, he became a mighty champion as he advanced in years. He was trained by Mr. E. Snedeker, and in his first year on the turf took part in six races, two of which, those for the Camden and the Select Stakes, he ran in fairly good style. The following year he began to show something like his true form, and being started eighteen times, won thirteen races. It was in the Swift Stakes at Sheepshead Bay that he most gallantly maintained his own against Hanover and Firenze, and two days later, in the Tidal Stakes, although beaten by Hanover, made another good exhibition. He was then purchased by the Dwyer Brothers, who paid \$12,000 for him. Under their management he ran for the next seven years, and during that time was in one hundred and ten races, of which he won eighty-three, carrying off a total of over \$200,000. Even when he was nine years old he still possessed and displayed all the highest qualities of the thoroughbred, except the ability to go a distance. He never liked to travel much more than one mile. The Dwyers were anxious to match him against Salvator for \$20,000 a side, but could not agree with Mr. Haggin over the conditions of such a race, the latter wanting $1\frac{1}{2}$ miles, while the former insisted upon $1\frac{3}{8}$ miles.

In 1890, upon the dissolution sale of the Dwyer Brothers, Kingston was sold for \$30,000 and became the property of Mr. M. F. Dwyer. In the summer of 1891, he made an unfortunate journey to the West to meet Marion C., Virgil d'Or and Aloha in the Garfield Stakes. His Eastern admirers believed that he would have a walk-over, but the journey upset him and Marion C. won easily by a length. A week later he turned the tables by beating Marion C. in a common canter, demonstrating that he had lost the Garfield Stakes only because he had not had time to get into condition after his long railroad journey. On the whole, he was little, if anything inferior to such champions as Tremont, Hanover, Firenze and Salvator and lasted longer in good condition, so that in his later years upon the turf he was the oldest high-class horse in active and efficient service. In the First Special Stakes of the Brooklyn Jockey Club, in 1889, he beat the redoubtable Tenny, $1\frac{1}{4}$ miles, in 2 minutes, $6\frac{1}{2}$ seconds. On this occasion he made a new record, the time for the distance then standing at 2 minutes, 7 seconds, which was made by Dry Monopole in 1887 upon the same track. His performance was considered as ranking with Longfellow's Saratoga Cup in 1871, Spendthrift's Lorillard in 1879, Firenze's Freehold in 1888 and other great weight-for-age contests.

Two horses in the early nineties carried the colors of Mr. J. B. Haggin to the front upon many a hard fought field of battle, and added imperishable glories to the American turf. Probably no horse in this generation was a

greater public favorite and more deserved the enthusiasm with which he was regarded than Salvator. Tenny alone rivaled him in these respects and the struggles for superiority between these two were the most brilliant and the most exciting events that the turf had known for a generation. Salvator was bred at the Elmendorf Farm of Mr. M. H. Sanford, in Kentucky. He was a son of imported Prince Charlie, "the Prince of the T. Y. C.," a horse that fell into disfavor in his native land on account of the affection in his wind, commonly known as roaring. He was not successful on the turf and was little favored in breeding, although he stood in the stud in England for many years and got some very good horses. At thirteen years of age he was brought to the United States, but lived here only long enough to serve in the stud for three seasons. During that time, however, he did very much to improve and strengthen American thoroughbred strains. His most celebrated get were Salvator, Senorita, Protection and Brown Princess.

Salina, the dam of Salvator, was a wonderful race mare and granddaughter of the famous mare, Levity, by imported Trustee. In his Levity strain, Salvator had some of the bluest blood and the most highly prized in this country. In 1889, he won all the choicest prizes that are set apart for three-year olds, except the Omnibus Stakes. In 1890, as a four-year old, he reached the height of his glory; that year was the scene of the fierce struggle with Tenny. He won the Suburban in 2 minutes, $6\frac{1}{8}$ seconds, the best time that had yet been recorded for the event. His achievement was not a surprise, for he was a prime favorite in the betting. Tenny ran third in this race, which led to the special match between the two that came off a week later, Salvator again defeating his opponent. In August of the same year he ran his great mile for a purse against the record, 1 minute, $39\frac{1}{4}$ seconds. This race was run at Monmouth Park and the time which the peerless son of Prince Charlie put up, 1 minute, $35\frac{1}{2}$ seconds, has remained the record and unchallenged ever since. The same year he won the Titan Stakes, the Jersey Handicap, the September Stakes, and other important events. After his retirement from the turf, in 1891, he stood in the stud at Mr. Haggin's Rancho del Paso.

Among racing fillies, Firenze occupies the highest position, and was in her class what Salvator was in his. During her long career she conquered all the very best race horses of her day. She, too, was a product of the Elmendorf Farm, which has given to the turf such great horses as Tremont, Monitor, Dry Monopole and a score of others scarcely less meritorious. Firenze was by Glenelg out of Florida, and was foaled in 1884. A list of her victories on the turf during the seven years that she was raced would include all the great prizes, and she

beat Hanover, The Bard, Exile, Tenny and other champions. Some of her best achievements were the winning of the Harvest Handicap, the Monmouth Cup and the Monmouth Handicap in 1888, and the Handicap Sweepstakes at Monmouth, and the New York Handicap and Omnium Handicap at Sheepshead Bay in 1889. Her greatest triumphs were in 1888 and 1889, and in the latter year by far the largest proportion of the valuable all-aged events fell to her. In 1891, she went off in condition, and was retired, carrying with her the fame of having been one of the greatest racing fillies that the world has ever known.

And so we might run on in a never ending recapitula-

tion, recalling with pleasant memories such thoroughbreds as Tournament, by Sir Modred and Plaything; Hindoocraft, by Hindoo and Lady Crafton; Tea Tray, by Rayon d'Or and Ella T.; Come to Taw, by Long Taw and Mollie Seabrooke; Volunteer, by imported Mortemer and Sly Boots; Strideaway, by Glenmore and Spinaway; Fordham, by Falsetto and Semper Vive; Judge Morrow, by Vagabond and Moonlight; Longstreet, by Longfellow and Semper Idem; the Duke of Montrose, by Waverly and Kelpie, with Tremont, The Friar, The Butterflies, Miss Woodford, Runnymede and scores of others not less distinguished than the many that have already been described.

AMERICAN TURFMEN IN EUROPE

MR. RICHARD TEN BROECK'S ENGLISH CAMPAIGN—VENTURES OF MESSRS. M. H. SANDFORD,
PIERRE LORILLARD, JAMES R. KEENE AND OTHERS—THE BRILLIANT
VICTORIES OF IROQUOIS AND FOXHALL

INSTANCES are plentiful to show the interest that has always been taken in the English turf by those who have followed racing affairs in the United States.

All the leading turfmen of America have from time immemorial made a study of racing methods in the Old Country, and a hundred years ago, even as it is to-day, the Derby, the St. Leger and other historic events were looked forward to with scarcely less interest on the part of the Americans than by their English brethren. As far back as the concluding year of the reign of George IV., that celebrated Virginia statesman, John Randolph, of Roanoke, paid his last visit to England. Differing with many American statesmen of his day, Mr. Randolph was always conspicuous for his attachment to everything English, and an earnest advocate of the social life and customs of the mother country. With his Virginia training and education he understood and appreciated thoroughbred horses quite as well as, even if not better, than many Englishmen who frequented Newmarket or Epsom. During his stay in England he attended every race meeting which it was possible for him to reach and his correspondence with his friends in Virginia was aglow with bright descriptions of what he saw upon the English turf. It was his good fortune to witness the Derby won by the great Priam, one of the best English thoroughbreds of his own or any other day, and it was a source of gratification to him when this splendid stallion became the property of a Virginia gentleman and an important factor of the American Stud Book. Mr. Randolph even then expressed his conviction that the time would come sooner or later when the American thoroughbred would be able to contest honors with the best that the English turf could present.

It was not long after this visit of Mr. Randolph to England in 1830 that the Englishmen themselves began, here and there, to pay a little attention to the subject of racing in the United States and the possibilities of our future as regarded the production of great thoroughbreds. A writer in *The Quarterly Review* about this time said, "but it is in the New World—in America—that racing and the improvement of horses are making the most rapid progress, so much so, indeed, as, from the excellent choice our kinsmen make in their stud horses, to incline some persons to the opinion that in the course of another half century we shall have to go to the United

States to replenish our own blood, which must degenerate, if that of the most sound and enduring qualities is transported into that country." The writer then gave a list of more than thirty valuable English sires imported into the United States, among them being Barefoot, Chateau Margaux, Lapdog, Margrave Rowton, St. Giles, Tranby, Glencoe and Priam, and he argued that the descendants of these stallions might reasonably be expected, in one or two generations, to rival anything that English breeders might be able to produce. Another English authority, many years after, added his testimony to the effect that, "within the last forty years this list has been indefinitely extended until it is impossible to deny that the United States are richly furnished with our best equine blood."

While there were many in this country who always gave the subject much thought after the manner of Mr. Randolph, it must be confessed that, in England, writers or turfmen who paid attention to such suggestions as that made in *The Quarterly Review*, were principally conspicuous by their absence. There has always been an ingrained confidence in the minds of all Englishmen in the superiority of their thoroughbreds and their turf methods. All things considered, this is not surprising. The traditions that have clustered around the English turf, dating back for three and four hundred and more years, have served so firmly to establish the great national institution, that in the opinions of those most attached to it, very little, if anything good can come of efforts outside of its particular sphere. These opinions, have, however, been severely shaken in contemporaneous times by victories of American horses on the turf of the mother country, but fifty years and more ago the superiority of the English thoroughbred was scarcely challenged, even in an argumentative way. The few Englishmen who considered the subject at all rather looked upon the American thoroughbred as at best only a second rate descendant of his English ancestors and regarded American turf practices as innovations that were altogether reprehensible.

Differences between the English and the American turf have, for a century at least, been of a thoroughly ingrained character, and it was these differences that were the primal cause of the utter disregard of American racing by Englishmen generally, while at the same time

they were the seed that was to lead ultimately to some of the most interesting and most important practical tests, regarding the respective superiority of the two great families of horses. While quarter-racing was the particular form of sport which first developed in this country, it was not long, as we have seen, in previous chapters, before horsemen began to find their greatest pleasure in races for greater distances, such as two, three and four-mile heats. Soon these long-distance contests became not only predominant, but were the sole and distinguishing characteristic of the American turf.

Throughout the first half of the present century, Americans still continued to lay stress upon the quality of endurance, as well as of speed, in their thoroughbreds. The favorite style of race long remained to be the popular four-mile heat, in which the great champions of several generations won their finest laurels. These races often made a swift succession of twelve miles and were sometimes increased to sixteen or even twenty miles, calling for the greatest endurance and speed. A horse was not considered first-class unless he could run in four-mile heats and perhaps repeat within a week. In the estimation of turfmen he must needs be a four-miler and able to repeat, or was nowhere. Just as a trotter in those days was obliged to be able to strike at least a 2:40 pace, if he hoped to maintain his standing on the track, so a thoroughbred was called upon to run his four-mile heats, or be relegated to a place in the third-class.

With occasional exceptions the races were all weight-for-age, with a view of giving the best animal of his years the reward of merit, while the handicap, which was then the prevailing race in Britain and has since come into favor in this country, was almost unknown. It was generally considered, in those days, that the handicap system, instead of encouraging improvement offered a protection, if not a premium, to mediocrity. Loading down a noble courser who had proved his fleetness in many a well-contested field with weight enough to make him lag behind an animal of inferior quality was not a proceeding that was regarded with favor by many conscientious turfmen. There were not lacking those who freely called this practice an abuse of speed and a persecution rather than a reward of merit, and as being likely, in the long run, to conduce to the deterioration of the thoroughbred. All breeding and training at that time on American soil tended most decisively against this system or anything at all savoring of it.

An entirely contrary condition of things existed in England. There the traditions and the practices of the turf were in favor of quick, sharp work on the part of their racers. English horsemen had never shown any kindly disposition toward racing in heats, and in their single-heat races had constantly and consistently favored

short distances. Even as it is now, the single dash was their general custom, and very rarely was this for a four-miles' distance; for the most part they contented themselves with two and two and a half miles as the extreme limit, and most of their races were even at shorter distances. This difference in practice brought our American turf most strikingly in contrast with that of England and provoked an animated controversy over the relative merits of the two systems.

The comparative stoutness and speed of English and American thoroughbreds was thus a prevailing topic of consideration among turfmen generally, and for a quarter of a century or more different methods of running, weighting and timing horses that were prevalent in the two countries, were variously considered according to the point of view of the disputants, while abundant statistics were constantly evolved in support of the different propositions. It must be confessed, however, that the result of all this discussion was not fruitful in definite conclusions. Almost everything was arithmetically proved by both sides; little or nothing was actually determined. The fact that, between the thoroughbred of the two countries, the advantage is, on the whole, imperceptible, notwithstanding different racing methods, was not recognized then and you could not convince the ardent turfman, be he English or American, that there was the slightest tenable ground for this proposition, let alone any argument to support it.

Ultimately, then, the question became, in the eyes of the racing community of the two countries, what horse or horses should be considered the first class, those which headed the turf in America or those which headed it in England. It was forcibly argued that the great number of horses run in almost every race in England, the severity of their courses and the slashing style in which the races were run, made it much more difficult for the horses to rise to the foremost rank there than in this country. Furthermore, the English did not permit us to lose sight of the fact that on their tight little island they had more races in one month than were held in the United States throughout the whole year; that they had many times the number of thoroughbreds constantly in training and that several times more money each year in public purses alone was held up as reward for their breeders and owners. And it was added, as an inevitable deduction from these recognized facts, that the horse which headed the English turf indisputably headed all others in the world, since he had run against and defeated the pick of more race horses than the rest of mankind owned altogether.

On the American side of the argument it was pointed out as a somewhat significant fact that none of the great English thoroughbreds who had been brought into this country since we began to produce good horses, had

ever been able to contend with any degree of success against our home bred stock and that, too, although many of them had been winners of the greatest prizes of the English turf, not even excepting the Derby. Emphasis was also laid upon the recognized fact that the much praised fleet Arabian, who was the foundation of the English thoroughbred, had been far outclassed by his progeny, who were the result of grafting his stock upon the native English horse. From this it was argued that history might repeat itself in showing a similar advanced development to be secured by grafting the English thoroughbred upon purely American stock.

As a matter of pure assertion, it was freely and emphatically declared by the devoted partisans of the American high-mettled racer, that he was unquestionably the superior, both in speed and bottom, of the English racer, and comparative time records of the two were abundantly cited in support of this contention. Finally the confidence of American breeders and owners in the blood and staunchness of their horses had become so firmly seated and so widely extended, that little doubt was entertained in any quarter of this country among horsemen that, though the English horses might, perhaps, excel as regards speed for the short dashes to which racing had already been reduced on that side of the Atlantic, our animals were unquestionably superior in those contests which called for bottom and reserved power.

Thus, the question had for a long time engaged the attention of horse lovers of the United States. The controversy, supported by such arguments as those just quoted, and others of a more specific character, waged warm on this side of the Atlantic, at least. It must be confessed, however, that on the other side of the water, not much serious attention had as yet been given to the subject. English turfmen, with that supreme confidence in the superiority of their national institution that has always been characteristic of them, had, as a rule, affected to consider the matter of little consequence, principally upon the ground that there could not even be a question of the superiority of their methods and their horses. To their minds, the point at issue had long been settled, and by themselves, in their own favor. They had yet to make the acquaintance of American bred horses, and to acquire a respect for them, based on actual experience of their ability. So far, the problem was merely a theoretical one, and naturally American breeders were not content to rest easy under the implication of their brother turfmen of England that there was only one side to the case, and that was the English. As the time went by it became more and more apparent that there could be no other way of determining the actual right or wrong of these opposing opinions, except by putting the matter to the supreme test and arraying

horse against horse. From these conclusions on the part of American turfmen developed one of the most interesting and most important features of the turf of England and America in the closing half of the nineteenth century.

At the time when this controversy reached its height, nearly half a century ago, Mr. Richard Ten Broeck, who was then the owner of the great Lexington, held as high rank as any man in turf circles of this country for his enterprise, skill and complete knowledge of the thoroughbred. He felt that the hour had arrived when the American turf had become an institution of such importance that it had earned the right to demand something more than the mere scant attention that had, up to this date, been given to it by English sportsmen. Accordingly he determined to contest honors with English horses upon their own ground, and went about laying his plans to that end. The co-operation of other American turfmen was secured, and Mr. Francis Morris, of New York, gave the financial backing to the enterprise that was necessary for carrying it out. In 1856, Mr. Ten Broeck crossed the ocean, having already given considerable time to the study of racing conditions there, and having arranged to enter several American horses in the classical events in Great Britain. This memorable enterprise has become historic and is a conspicuous mile post in the history of the American turf.

Mr. Ten Broeck had, in his string, three horses that were already regarded as being entitled to stand in the first class of American thoroughbreds. Lecomte, by Boston out of Reel, was then six years old, and remembrance of his brilliant contests with his great half-brother, Lexington, was still fresh in the public mind. Pryor, by imported Glencoe out of Gypsy by Eclipse, was only a four-year old and had several important victories to his credit. The third horse was Prioress, a three-year old, by imported Sovereign out of Reel, being, therefore, a half sister of Lecomte. In her two-year old form she won two out of the three races in which she was entered. In the Equus Stakes, mile heats, over the Metairie Course, she easily won in two straight heats in 1 minute, 46¾ seconds and 1 minute, 45 second, beating a Glencoe filly out of Blue Filly, a Lucy Dashwood colt, and L'Ingot D'Or. On the same course she also won a mile heat race in 1 minute, 47 seconds and 1 minute, 46½ seconds, again beating the Lucy Dashwood colt. Upon the Fashion Course, Long Island, she was beaten for the Association Stakes, mile heats, by Nicholas I. in two straight heats. She was regarded as one of the most promising fillies on the American turf. Another horse was subsequently added to the string, the three-year old chestnut colt, Babylon, by imported Belshazzar out of a dam by imported Trustee.

The principal engagements of Mr. Ten Broeck in the first year of his campaign on English soil were with Pryor and Prioress for the Goodwood Cup; Lecomte and Prioress for the Champagne Stakes at Brighton; Lecomte and Prioress for the Sussex County Cup; Prioress for the Chesterfield Handicap; Pryor and Prioress for the Royal Plate at the Hereford Meeting; Pryor, Prioress and Lecomte for the Warwick Cup at Warwick; Prioress for the Leamington Stakes at Warwick; Babylon for the Great Yorkshire Handicap at the Doncaster Meeting over the Doncaster St. Leger Course, and Lecomte and Pryor for a four-mile sweepstakes for all ages at the Newmarket Houghton Meeting. Disaster attended Mr. Ten Broeck's venture from the outset. His horses did not become acclimated, so as to make good running, they were not well cared for by the trainer, and the much-vaunted British love of fair play was scantily manifested toward them. In none of the earlier events of the season were the American horses able to make any showing and yet, despite the discouraging conditions under which they ran, they exhibited a form that compelled even the unwilling acknowledgment from the English turf writers that there might be something in them after all when they should be in condition.

At last, however, victory came to the stable in the most important event of the season, when, in October, Prioress won the Cesarewitch, 2 miles, 2 furlongs, 28 yards. The daughter of Sovereign had only recovered her true form a day or two previous to this race, and under new and improved training all her best and latent qualities were brought out. The race was run twice, the time being 4 minutes, 9 seconds and 4 minutes, 14 seconds. El Harkim, Queen Bess, Fright and thirty other horses were also in the running. Upon the first trial there was a dead heat between Prioress, Queen Bess and El Harkim. The second heat was won by the American horse by a length and a half over El Harkim and Queen Bess, the latter lacking only a head of being second. By this victory, Mr. Ten Broeck recouped himself for the losses that he had sustained thus far in the season and was able to put a comfortable sum to the credit of his enterprise as a whole.

But further disaster overtook the stable. Lecomte, who had never got fully acclimated, was seized with colic in his stable, at Stockbridge, Hampshire, and died in October, 1857. He had been able to start only once in England, for the Warwick Cup, when he was beaten by the English crack, Fisherman, and pulled up very lame after the race. Less than three weeks later Pryor fell a victim to an attack of lung fever, which all the best veterinary skill of London was unable to repress. His death left Mr. Ten Broeck's stable severely crippled, for Pryor was generally regarded as his most promising and trustworthy animal.

Notwithstanding all the disappointments and ill luck that had attended him, Mr. Ten Broeck bravely held his position as the exemplar and representative of the American turf on English ground and entered with courage upon a second season in 1858. He reinforced his stable with the successful stallion, Charleston, by imported Sovereign out of Milwood by Monarch and also added Woodburn and Bonita and several English horses to his string. His principal engagements with his American horses were Woodburn for the Levant Stakes, Babylon for the Stewards' Cup and the Chesterfield Cup, Charleston and Prioress for the Goodwood Cup, and Bonita for the Malcolm Stakes, all at the July Goodwood Meeting; Babylon for the Marine Plate and Claret Stakes at Brighton; Babylon for the Chesterfield Handicap at York, for the Town Plate at Epsom, the Royal Hunt Cup at Ascot, the Members' Plate at Stockton and the Portland Plate at Doncaster; Prioress and Charleston for the great Ebor Handicap Stakes at York; Prioress for the great Yorkshire Handicap at Doncaster, the Cesarewitch Handicap at Newmarket and the Cambridgeshire Stakes at Newmarket, and Prioress, Woodburn, Bonita and Babylon for several matches at Newmarket.

The record of the season was not encouraging to those who had based hopes upon the American horses. Babylon ran twelve times and won a single race. Prioress ran four times and won two races. Charleston, after running badly for the Goodwood Cup, did not appear again. Bonita ran three times, winning twice. Woodburn lost the only race in which he started. The total was twenty-one starts and five winnings for Mr. Ten Broeck, three of the winnings being matches, one by Prioress and two by Bonita. Babylon won the Chesterfield Handicap against a field of eight. Prioress took the Great Yorkshire Handicap at Doncaster against a field of twelve, winning by four lengths in 3 minutes, 15½ seconds. Her running in the Cesarewitch Stakes was almost a victory, since she lost only by a short neck, the time of the race being 3 minutes, 59 seconds. As in the previous year, the performances of Mr. Ten Broeck's horses for 1858 were briefly summed up in the simple declaration, that "the American horses, which have thus far performed in England, have not proved the race horse of America to be the equal of the race horse of the English turf." The ardor of the American backers of Mr. Ten Broeck was by no means diminished by these reverses, however, and a third season was energetically entered upon.

In 1859, Mr. Ten Broeck ran Prioress, Babylon, Starke, Woodburn, Umpire, Optimist and Satellite. The burden of work was placed upon Prioress, Babylon, Starke and Woodburn. The first named was the most successful, winning five races out of eleven and landing for her owner the sum of \$5,550. Starke was less successful

in the number of races that he succeeded in winning, taking only three out of ten. His winnings, however, were more than double those of his stable companion, amounting to \$13,310. Babylon won only \$225 in one race, losing eight races. Woodburn won a single race, valued at \$1,675, and lost ten races. Umpire won \$4,257, in the three races that he was successful out of the five in which he was entered. Optimist lost all four of the races in which he was entered, and Satellite the one race that he ran.

Prioress, who was then six years old, won a match at the Newmarket Craven Meeting against Count Bathynany's Olympus, ditch-mile, seven furlongs, 201 yards, in 1 minute, 56 seconds. At the Newmarket First Spring Meeting she won the Queen's Plate over the round course, 3 miles, 4 furlongs, 139 yards, beating Polestar and Target. At the Epsom Summer Meeting she won the Queen's Plate, 2½ miles, in 4 minutes, 20 seconds, beating Archduchess, Julie and others. At the Newmarket Houghton Meeting she beat by twenty lengths, Lord Glasgow's Toxopholite over the Rowley mile, 1 mile, 17 yards, in 1 minute, 55 seconds. At the same meeting she beat by six lengths Lord Glasgow's Tedington, across the flat, in 2 minutes, 20 seconds. She was defeated for the Tradesmen's Plate at Chester and the Stewards' Cup at the same meeting, for the Goodwood Cup at Goodwood and the Bentinck Memorial Plate at the same meeting, the Cesarewitch Stakes at the Newmarket Second October Meeting and the Cambridge-shire Stakes at the Newmarket Houghton Meeting. The winning race of Babylon was a Handicap Sweepstakes, half a mile, at Lewes. He was beaten for the Bristol Plate Handicap at Brighton, the Grand Stand Plate at Lewes, the Bedfordshire Stakes Handicap at Bedford, and in other events.

Starke was not successful until July, when he achieved two splendid victories. On July 27, he won the Goodwood Stakes Handicap, 2½ miles, beating Lifeboat by half a length, Blue Jacket being a bad third, and Heiress fourth, while thirteen others were not placed. His time was 4 minutes, 52 seconds. Two days later, at the same meeting, he won the Bentinck Memorial Plate Handicap, 2 miles, 5 furlongs, 97 yards, beating, by six lengths, Compromise, who was a head before Prioress, the latter being a neck in advance of Rouble, while eleven other horses were not placed. Starke's only other victory this season was at Warwick in September, when he won the Warwick Cup, 3 miles, beating Liveryman and Lifeboat. The principal events in which he was entered and was not successful, were the Royal Stand Plate at Ascot Heath, the Great Ebor Handicap at York and the Cesarewitch at the Newmarket Second October Meeting. The single race won by Woodburn was the Harry Fowler Handicap, 5 furlongs, at Stock-

ton. In nearly all the other nine events in which he was entered he did not even succeed in being placed.

Umpire won the Nursery Stakes Handicap, one mile, at Goodwood in July, thus enabling his owner to carry off three of the prizes of this meeting, adding his triumph to those of Starke. In this handicap he beat, by seven lengths, Longbow and, by eleven lengths, Be Quick, while nineteen other horses ran unplaced. His time was 1 minute, 49 seconds. In August at Stockton he won the Cleveland Stakes for two-year olds, three-quarters of a mile, beating High Treason and ten others. The following day at the same meeting, he won the third Zetland Biennial Stakes for two-year olds, about 5 furlongs, again defeating High Treason and others. Mr. R. Hanlan, who accompanied Mr. Ten Broeck, was less successful than his compatriot. He ran Des Chiles, a brown filly, four years old, by imported Glencoe out of Brown Kitty; Lincoln, a chestnut colt, four years old, by imported Belshazzar out of a dam by imported Jordan, and Cincinnati, a brown colt, three years old, by Star Davis out of a dam by Uncle John. Des Chiles ran in three races, Lincoln in two and Cincinnati in three. No one of them was successful.

For several years more Mr. Ten Broeck remained in England meeting with varying success. Generally, his horses failed to achieve the triumphs that were hoped for from them, or to substantially establish in the minds of English turfmen the full worth of the American thoroughbred. They were not, however, without victories now and then, that were at least suggestive of great possibilities. Umpire won several races and exhibited himself in such excellent form that he started in the Derby of 1860 on even terms in the betting with Thor-manby, who was the winner. In 1861, Mr. Ten Broeck's campaign was made especially brilliant by the capture of the Goodwood Cup by Starke. Both Starke and Optimist were entered for this event, and the two American horses ran first and third, respectively, Wizard being second. The struggle between Starke and Wizard was sharp, but the American horse was too much for his four-year old opponent and made a good finish, running the last quarter of a mile under the whip.

Mr. Ten Broeck remained abroad until the revival of racing in this country, in the period following the Civil War, was already under way. Whatever opinion may be held, generally, regarding his venture, he had at least succeeded in breaking the ice so far as the indifference of English turfmen and racing authorities toward the turf in this country was concerned. After his time, the question of the worth of the American thoroughbred was no longer dismissed in England as unentitled even to consideration, which had hitherto been the attitude of the English turf world. Since then there has been no dispute on the other side of the water that the United

States stands on substantial footing with the mother country as regards the possession of thoroughbred stock and of that true spirit of racing which makes the constant improvement of the breed a matter on which expense and care are in no way stinted. It was not, however, until a quarter of a century later, and as a result of the patriotism of later American owners, that the complete demonstration of the full equality of the American thoroughbred with his English compeer was demonstrated beyond the possibility of cavil and in a manner that commanded the admiration of the sporting world of two continents.

Nearly two decades after Mr. Ten Broeck's venture, Mr. M. H. Sanford followed in his footsteps. In 1875, Mr. Sanford crossed the Atlantic, taking with him his great stallion Preakness and seven other American thoroughbreds, including Mate, Bay Final, Brown Prince, Egotist, Donna, Start and Bay Eagle. Preakness, Mate and Bay Final were aged, but Preakness was believed to hold out the most promise of success, his great victories in the United States in previous seasons having already given him an established reputation for stamina, speed and reliability. Preakness was by Lexington out of Bay Leaf by imported Yorkshire. Mate was by imported Australian out of Mattie Gross, who was a Lexington filly. Bay Final was an own brother to Preakness. Bay Eagle and Egotist were own brothers, being by Bay Wood out of Earring by Ringgold. Start was by imported Glenelg out of Stamps, a Lexington mare. Donna was by Haywood out of Dot by Mad Anthony. Brown Prince was by Lexington out of imported Britannia IV. by Flying Dutchman. Bay Eagle, Egotist, Start, Donna and Brown Prince were two-year olds and were believed to be full of promise. Brown Prince, in 1876, was regarded as one of the best two-year olds of that season at Newmarket.

In the first season Mr. Sanford's principal entries were Preakness for the Newmarket International Handicap; Mate in the Newmarket Handicap and the City and Suburban Handicap at Epsom; Bay Final in the City and Suburban Handicap and the great Metropolitan Handicap at Epsom; Bay Eagle in the Prince of Wales' Stakes and the Derby at Epsom and the Scarborough Stakes at Doncaster, and Start in a two-year old sweepstake at Scarborough. This season was practically a failure, although Bay Final won the Dillingham Handicap at the Newmarket Houghton Meeting. In 1877, Mr. Sanford had several small successes, Donna winning a handicap stakes at the Newmarket Craven Meeting, and Brown Prince taking a plate over the Rowley Mile. In this last event Brown Prince did so well, winning a good race by half a length, that he became a great favorite for the future events in which he was entered, the Derby, Grand Prix of Paris and Don-

caster St. Leger. Some enthusiasts even backed him at long odds to win the Derby.

The great success of the season, however, was later on at the Spring Newmarket Meeting, when Brown Prince ran second to Chamant for the Two Thousand Guineas, beating Silvio, Thunderstone, Monk, Warren Hastings, Monachus, Morier and Strachino. Although Mr. Sanford continued in England until 1881, his success was in nowise marked. From time to time he took over other American horses, but none of them performed sufficiently well to entitle them to first rank with the English champions or to give to Mr. Sanford's enterprise the successful character which he had hoped for and through which he aimed, as had Mr. Ten Broeck before him, to impress upon the English mind the merit of the American thoroughbred.

Since the time that Mr. Sanford terminated his English racing career American thoroughbreds have been gradually making their way upon the turf in the Old World, until in recent years their appearances there have been so numerous and their successes so frequent and so conspicuous that they have established themselves firmly in the approval of turfmen, not alone in this country, but abroad as well. It is now recognized as never before that for speed, endurance and gameness, the American horse is a worthy compeer of his English rival. On many a hard fought battlefield he has shown his prowess and has carried off the highest honors that the English turf or the French turf has had to bestow upon its equine heroes. The question of the relative merits of the thoroughbreds of the two nationalities is still open to discussion and opinions vary upon the matter. Nevertheless, the American thoroughbred is no longer looked down upon by English critics, and his substantial standing is frankly recognized, even though the opinion that he is not quite equal to the product of the English stud still may be strenuously held by our English cousins.

Mr. Pierre Lorillard, who began his racing career on the English turf in 1879, must be regarded as the pioneer in bringing about this very marked change in the attitude of the English turf toward its trans-Atlantic rival. Mr. Lorillard went abroad in the autumn of 1878, taking with him eight representative American thoroughbreds. At the head of the string was the brown gelding Parole by imported Leamington out of Maiden by Lexington, his grandam by Kitty Clark by imported Glencoe. Second on his list was the bay colt Uncas by Lexington, out of Coral by Vandal, his grandam being imported Cairn Gorme by Cotherstone. Then there was the bay colt Friar by imported Saxon, out of Fanny Washington by Revenue, his grandam being Sarah Washington by Garrison's Zingane; the bay colt Boreas by imported Saxon out of Nellie Grey by Lexington, his grandam being Fenella by imported Glencoe; the bay colt Chero-

kee by imported Saxon out of Fanny Ludlow by imported Eclipse, his grandam being Mollie Jackson by Vandal; the chestnut filly Pappoose by imported Leamington out of Maiden by Lexington, her grandam being Kitty Clark by imported Glencoe; the bay filly Nereid by imported Saxon out of imported Highland Lassie by Blair Athol, her grandam being Rupee by the Nabob; and the bay filly Geraldine by imported Saxon out of Girl of the Period by Virgil, her grandam being Nannie Butler by Lexington.

It will be observed that, of these eight horses, five of them were descendants of the famous Lexington, one of them being a son. The blood of Vandal, Glencoe, Revenue, Eclipse, Virgil and other great sires of the early American turf was also represented. Two of the string were by imported Leamington and five by imported Saxon, one only, Uncas by Lexington, being the get of a distinctively American horse. Doubts were expressed about the ability of Parole to hold his own in the English field, notwithstanding his success in his native land. Uncas was regarded with more confidence. Parole was then five years old, while Uncas was two, and the others were yearlings. The youngsters were very much admired, but, of course, little could be predicated concerning their future, for they were as yet untried. When the string left this country all the horses were well engaged except Parole. Uncas was in the Two Thousand Guineas, the Derby and the St. Leger of 1878 and the Champion Stakes of 1880 at Newmarket. Cherokee, Pappoose, Nereid and Geraldine were in the July and the Chesterfield Stakes for two-year olds at Newmarket in 1879, and in the Richmond Stakes at Goodwood the following year. Cherokee, Boreas, and Friar were entered for the Derby and St. Leger in 1880, and Pappoose, Geraldine and Nereid in the Oaks for the same year.

The success of Mr. Lorillard was very pronounced from the outset and exceedingly gratifying to patriotic American turfmen, who had always had full faith in the American thoroughbred and in his ability to hold his own with the best racers of the world. Although Parole did not stir the Englishmen to enthusiasm while he was in training, he opened their eyes when he won the Newmarket Handicap in 1879, beating the famous Isonomy, who is to this day regarded by many as the greatest thoroughbred that ever ran on the turf in England or anywhere else. Then they were dumfounded when the brown son of Leamington followed up his first success by carrying off the City and Suburban from a field of fifteen and by winning the Metropolitan Handicap and the Cheshire Handicap. Pappoose, as a two-year old, won the first race in which he was entered and Geraldine won the Levant Stakes at Goodwood.

In 1880, Mr. Lorillard's stable was increased by the

addition of Iroquois, Paw Paw and others. Meantime, Mr. James R. Keene had entered the field and America was further represented by Wallenstein, Foxhall, Bookmaker, Don Fulano, Nereid and Aristocrat, all of whom were winners. The following year, 1881, witnessed the signal triumph of the Americans, when Iroquois won the Derby, the St. James Palace Stakes and the St. Leger, while Foxhall carried off the Grand Prix at Paris and the Cesarewitch and Cambridgeshire Stakes. Foxhall's finish for the Grand Prix was one of the most magnificent that had ever been seen on the French Course. He was ridden by the great English jockey, Fordham, while Fred Archer rode his closest rival, the French colt, Tristan. As they came along the home stretch Tristan was slightly behind, but Archer rode his very best and lifted his horse almost even with Foxhall. A shout of Tristan! Tristan! rended the air from the throats of thousands of excited Frenchmen. The two horses, head by head, came down with a grand rush, past the jockey club stand, and it was either one's race. For the first time Fordham raised his whip. A single sharp cut on the shoulder of Foxhall was answered by a grand leap forward from the noble thoroughbred, and in the fraction of a second the Grand Prix, with its 160,000 francs, was won. In 1882, Foxhall added the Ascot Gold Cup to his other prizes, and Wallenstein won the Manchester Cup, one and three-quarter miles, worth \$15,000, while Passaic, Aranza, Sachem, Brake-speare, Mehallah, Jolly, Sir John, Golden Gate, Abbotsford, North Star, Lady Jane and Aristocrat were other horses that carried the colors of their American owners bravely to the front.

At last the American horse could no longer be ignored by English turfmen. Henceforth he was a quantity that demanded serious recognition. His many sweeping victories at the historic racing centres of England forced him more and more into public attention during this period from 1879 to 1882, both inclusive, that was a momentous one for American turfmen and that was rich with results at once gratifying and inspiring. The fame and merit of the American thoroughbred were finally and successfully established. During these four years there were not less than fifteen or sixteen prominent American horses that appeared in the various meetings throughout Great Britain. It has been estimated that their winnings were close upon \$300,000, which must be regarded as a very respectable sum when we take into consideration the large fields against which they were compelled to run, and the tremendous disadvantages arising from differences in climate and racing methods, than those of their native land under which they labored.

Parole and Pappoose led the American string in 1879, and in 1880 seven Americans, Iroquois, Paw Paw,

Wallenstein, Foxhall, Bookmaker, Don Fulano, Nereid and Aristocrat carried off about \$29,000. In 1881, Iroquois, Foxhall and others took up something over \$162,000. It was not easy for the Americans to keep the pace which they had fixed for themselves, and to retain the high position to which Iroquois and Foxhall had elevated them. Beginning with 1882, there was a decided falling off in the American contingent, and the glories of Iroquois, Foxhall and their companions became somewhat dim. The American stables gradually made less and less impression upon England, although Mr. Lorillard was still in the field and Iroquois continued to win occasionally. It was somewhat compensating, however, to Yankee patriotism that upon many occasions the horses that represented this country were beaten by others who were of our own breeding, but who had passed into the possession of English turfmen. This was very practical evidence of a decided change of opinion toward American horses and showed the high esteem in which they had finally come to be held.

In 1892, Fiddler, son of that staunch old American stallion, Preakness, captured the Newmarket Biennial and the Great Metropolitan. Passaic, formerly an inmate of Mr. Lorillard's stable, achieved a victory for his native land, as well as for his adopted country, by winning the City and Suburban, one of the most celebrated of the great English spring handicaps. Passaic had become the property of an English owner, having been disposed of some six months previously. He was eminently a representative American horse, brother to the celebrated racing filly Thora. His sire was Longfellow by imported Leamington, and his dam Jury by Lexington, a combination of two strains of blood, than which none has been more phenomenally successful in the annals of the American turf. His grandam was Roxana by imported Chesterfield. As a two-year old, he was not at all successful, but he was afterward regarded as an even competitor with Iroquois. His performances, however, failed to justify the expectations that were based upon him, and he was finally sold out of the stable as a piece of deadwood, only to turn the tables upon his former owner by winning the City and Suburban in the following spring.

The three American horses that in Europe stood pre-eminent in distinction during the period which we have had under consideration are more thoroughly identified with the English turf than with that of their native land. Their victories added lustre to the annals of the American turf, but the record of their careers belongs almost entirely to the racing calendar of the mother country. Of this trio, none has been more famous than Iroquois, who achieved the supreme distinction of being the only American thoroughbred who

has won the Derby, the Blue Ribbon of the English turf. He occupies the unique position of being an American horse whose entire racing career was confined to the English turf, while his contributions to the American turf have been alone through his progeny, several of whom are to be included among the finest thoroughbreds of this generation. Probably no horse, if we except possibly Foxhall, ever achieved a greater reputation that made him known throughout the entire world, his success in winning the Derby having placed him, so far as public estimation is concerned, in a class entirely by himself.

Iroquois was bred by Mr. Aristides Welch, proprietor of the Erdenheim Stud, at Chestnut Hill, near Philadelphia. His sire was Leamington and his dam Maggie B. B., who was by Australian. Thus on both sides he traced to English thoroughbred families of the highest class, one of which was of the past generation, while the other has come into prominence in comparatively recent times. He was a brown colt, with blaze face and near hind ankles white above the pastern. Of substantial muscular build, he had a rare blood-like appearance and showed all the quality of his high breeding, and as a yearling gave abundant promise of a great future. Purchased as a yearling by Mr. Pierre Lorillard, the following year, he was shipped to Europe as one of the members of Mr. Lorillard's string to struggle with the English thoroughbreds on their own ground. The English paid little or no attention to him while he was in training at Newmarket, where he was placed as soon as he arrived in the Old Country.

When he came to the post at Newmarket in 1880, for the two-year old plate, 5 furlongs, not much was expected of him and he surprised the talent by coming in an easy winner, beating Herman, Red King and others. At the Epsom Summer Meeting he ran unplaced to Angelina first and Wandering Nun second, but at the same meeting two days later, he won a two-year old stake, 5 furlongs. At Ascot in June he ran unplaced to Sir Charles, Tristan and Angelina, and at Newmarket in July ran second to Bal Gal for the July Stakes, and won the Chesterfield Stakes, defeating Panique, Voluptuary and others. At the second Sandown Summer Meeting he ran unplaced to King of Scotland, Montrose and others for the Kingston Plate; at Goodwood, in July, won the Levant Stakes, defeating Isola, Madre and others, and at the same meeting was second to Wandering Nun for the Findon Stakes. In the fall meetings he ran unplaced for the Champagne Stakes at Doncaster, for the Hopeful Stakes at the Newmarket First October Meeting and for the Clearwell Stakes at the Newmarket Second October Meeting. On the whole, his success during this first season was fairly satisfactory and somewhat surprising to the English turfmen, although it was

generally conceded that he had not been well handled or well ridden and became stale toward the latter end of the season for having been too heavily worked.

His failures in the latter part of the season lost him in a large measure the favor that had been accorded to him for his earlier work, and English critics were inclined to place comparatively little dependence upon him for his three-year old form. During the winter, however, he had a generous rest and was brought well into condition before the spring opened, the quickness with which he recovered being a well-known characteristic inherited from his sire. He was liberally engaged for the season of 1881, but no one outside his own stable expected brilliant performances from him. He started in by running second for the Two Thousand Guineas at Newmarket, but this was rather a good beginning, for he left behind him the flower of the English turf. Although defeated, his running called general attention to him and probably few were surprised when two days later he won the Newmarket Stakes, defeating Lord Falmouth's Lennoxlove. In the second Newmarket Meeting he walked over for the Burwell Stakes, and thereafter began to be looked upon with considerable favor, although it was scarcely expected that he had much chance for the Epsom Derby, for which he was next entered.

His great achievement that forever established his reputation and that astounded all England was at the Epsom Summer Meeting in June, 1881, when he won that prize of the English turf, carrying off the Derby from a field of fifteen, being an easy winner over Peregrine, second, and Town Moor, third. Afterward he won the Prince of Wales Stakes at Ascot, thus accomplishing a feat that had never yet been put down to the credit of an English Derby winner. Later in the season he also won the St. Leger, at Doncaster, thus entering a class of winners of the two classic events of the English turf, the Derby and the St. Leger, in one season. In this class only nine horses had ever been able to stand, Champion, 1800; Surplus, 1848; Flying Dutchman, 1849; Voltiguer, 1850; West Australian, 1853; Blair Athol, 1864; Gladiateur, 1865; Lord Lyon, 1866; Silver, 1877, and Iroquois, 1881. There was no question now, even in the minds of conservative Englishmen, that Iroquois was one of the greatest horses, not only of his generation, but of all the modern time. In thus adding the white ribbon to the blue, he had done what such great horses as Mameluke, Priam, Hermit, Doncaster and others had attempted and failed. As a two-year old he started twelve times and won four races. As a three-year old he won four out of the five races in which he started.

His work upon the English turf in 1881 practically closed his career as a race horse. In 1882, he was not started, owing to his having fallen off in condition. The following

year he started three times, running third in one race and being unplaced in the remaining two. He was then withdrawn from the turf and sent back to the United States, where he increased the reputation of his name by the great sons and daughters that he produced in the ensuing years. Among his progeny, who have distinguished themselves, special note may be made of such good ones as Senator Grady, Huron, Tammany, Mohican, Helen Nichols and Red Banner. In several years these and others of the Iroquois descendants have been included in the list of those who have been the greatest winners in this country. Few American thoroughbreds have thus united to a greater degree than he the glory of transcendent achievements on the turf with the fame derived from the wonderful performances of sons and daughters.

Until 1865 no foreigner had been able to carry off the famous Blue Ribbon of the turf from the English stables at Epsom. From the foundation of the Derby, in 1780, when Sir Charles Bunbury's Diomed came in at the head of a field of nine starters, the Englishmen had every year succeeded in keeping the prize at home. In the long list of winning owners were representatives of every class of English sporting men, from royal dukes to those in the humblest walks of life. It fell to a French horse to break the record that had stood for eighty-five years, when, in 1865, The Comte de Le Grange's magnificent Gladiateur won the great prize in a common canter. Gladiateur was a bay with black legs, 16 hands high, powerful in his shoulders, and showing muscle and strength in every motion. He not only carried off the Derby, but also won the Two Thousand Guineas, the Grand Prix of Paris, and the St. Leger, being the only horse who ever had those four victories to his credit. As a four-year old, his best race was for the Ascot Cup, when he defeated Regalia and Breadalbane.

After Gladiateur it was eleven years before another foreigner succeeded in carrying off the Derby. On this occasion Kisber, the victor, was a horse from Hungary. His sire was Buccaneer, and his dam Mineral. He was bred at the Great Imperial Royal Stud farm at Kisber, and was considered the greatest horse in that establishment. The Kisber farm extended over 15,648 acres, and was under the direct management of Count Zoest, all the work upon it being done by soldiers of the Austrian-Hungarian Army. Kisber was 15 hands, 3 inches high, a hard bay with a ruddy tinge and black points. As a two-year old, previous to his Derby race, he had been successful in only one of the four occasions upon which he was started, and, in the betting on the Derby, was not held in high esteem nor regarded as particularly dangerous. These two victories of Gladiateur and Kisber were all that stood to the credit of foreign horses until 1881, when Iroquois carried the American colors to the front, making himself the third

foreign horse, and the first American, to carry off the prize so dear to the hearts of racing men, whether they be of English, American, or other nationality.

Scarcely second to Iroquois in the brilliancy of his career was Parole. He had strains of three of the greatest American families, Glencoe, Lexington and Leamington. He was foaled in 1873 in Mr. Aristides Welch's Erdenheim Stud, and, as a yearling, was sold to Mr. Lorillard for \$780. Notwithstanding his lofty lineage, his appearance did not commend him to expert turfmen, nor did he show himself to be of sufficient promise to warrant his entry into the early two and three-year old stakes. But he developed rapidly and well, and, in 1875, was put into training and brought out. His success was immediate and was wholly unexpected, save to those who had opportunity to become most familiar with him. Out of the six races in which he took part he won four, his important victories being the Saratoga Stakes in 1 minute, 44¾ seconds, beating Adelaide, Sultana, Durango, Brother to Bassett, Bluecoat and others, and the All Aged Stakes, at Jerome Park, in 2 minutes, 38 seconds, beating St. Martin, Warlock, Virginius and Rhadamanthus.

He was entered for the Kentucky Derby in 1876, but was defeated by Vagrant, being completely beaten off. During most of that season he was out of condition and won only three of the seven races in which he was entered. Greatly improved in condition in the spring of 1877, he made the best campaign of his life, running twelve races, eight of which he won. He captured the Saratoga Cup in 4 minutes, 4¼ seconds, beating Tom Ochiltree and Vera Cruz; the Grand Sweepstakes at Baltimore in 4 minutes, 37¾ seconds, defeating Ten Broeck and Tom Ochiltree, and the Woodburn Stakes, the Summer Handicap and the Maturity Stakes. During 1878, he ran eleven races, eight of which he won, including the Monmouth Cup, at Long Branch, in 4 minutes, 9½ seconds, beating Virginius, General Philips and Joe, and the Saratoga Cup, in 4 minutes, 8½ seconds, again beating the same horses.

During his first season in England he was very successful. The official handicappers underestimated him and he was let into many important events at very light weight. He carried off honors in five of the eleven races which he run, among them being the Newmarket Handicap, the City and Suburban, the Great Metropolitan and the Great Cheshire Stakes and the Epsom Gold Cup. He was defeated for the Ascot Stakes at Ascot. The following season the handicappers went to the other extreme and loaded him so heavily that it was impossible for him to accomplish anything. He was run in ten races in 1880 without making a single winning and was then returned to the United States. In the latter part of the season in this country he won four

racers. In the six years that he was on the turf, including 1880, he ran 61 races, of which he won 32.

Foxhall, the third horse of this trio of American thoroughbreds that gained celebrity in England, was foaled in 1878. He was got by King Alfonso out of Jamaica. His sire was by imported Phaeton out of Capitola and on this line he traced to King Tom, Vandal, Harkaway, Pocahontas, imported Glencoe and back to the great English families of thoroughbreds, who will be readily recognized. Jamaica, the dam of Foxhall was by Lexington out of Fanny Ludlow, the latter being by imported Eclipse out of Mollie Jackson, daughter of Vandal and Emma Wright. Foxhall was bred by Mr. A. J. Alexander and was sold to Mr. James R. Keene as a yearling. In 1880, with Lord Murphy, Spendthrift and other promising two-year olds he was sent to England. At the outset he attracted comparatively little attention, and the English authorities decidedly underrated him. Illness overtook him and he did not make his appearance on the turf until October, when, however, at Newmarket he easily won the Bedford Stakes and opened the eyes of the English horsemen. At the same meeting he made a hard fight for the Ashley Stakes and then won the Bretley Nursery Handicap.

As a three-year old he was not engaged in any of the great classics events of England, but ran second to Bend Or for the City and Suburban Handicap, leaving twenty-three others behind him and proving himself to be as good as any of the best thoroughbreds then on the English turf. In June came his great achievement, the winning of the Grand Prix of Paris, when he defeated Tristan, Albion, Fiddler, Dublin, Leon, Royamont, Forum, Cassimir and Scobell. At the Ascot Meeting in the same month of June he lost the Gold Cup to Robert the Devil, and then went off in form. But he was soon brought into condition again and in the autumn races won the Cesarewitch in a common canter, defeated his old French rival Tristan in the Select Stakes, and came in at the head of the field in the Cambridgeshire, defeating Lucy Glitters by a head, with Tristan third. His double victory of the two great Newmarket Handicaps had only one parallel, the victory of Rosebery in 1876, and it was generally recognized that Mr. Keene was quite within bounds in declaring that his colt was "the greatest horse in the world."

For several years after 1882 the Americans were somewhat less conspicuous upon the English turf, although both Mr. Lorillard and Mr. Keene still continued in the field. In 1883, Iroquois won the Stockbridge Cup and other victories were from time to time set down to the credit of the American stables. The entries for the Grand Prix of Paris in 1884 showed to some extent upon what horses the American stables were then placing their dependence. Mr. Lorillard's nominations were

Pontiac by Pero Gomez out of Agenoria, sister to Pizarro, Choctaw by Saxon; Emperor by Enquirer out of Vesper Light, the dam of Vandalite; De Soto by Wanderer out of Katie Pease, a full brother to Lizzie S.; Manitoba by Glenlyon out of Marie Michon and Huron by Saxon out of Vandalite. Mr. Keene nominated a sister to Foxhall by King Alfonso out of Jamaica; a colt by King Alfonso out of Hester; a bay colt by Virgil out of Bonnie Form, and an English bred colt by Blair Athol out of Perewig. From English stables, several of the get of the famous old American stallion Preakness were nominated.

Early in the nineties the movement of American turfmen toward England began to develop again to a marked degree and to Messrs. Lorillard and Keene, the former of whom had begun to transfer nearly all his racing interests from the United States to the old World, the names of many newcomers were added. The campaign of the Messrs. Richard Croker and M. F. Dwyer, disastrous as it was at the outset, is still fresh in the public mind, for it is an affair of but yesterday. Messrs. Croker & Dwyer went abroad in 1895, taking with them a string of twenty-one horses. Foremost in their stable were Banquet by Rayon d'Or out of Ella T.; Stonenell by Stonehenge out of Nell; Don Alonzo by Long Taw out of Round Dance; Dobbins by imported Mr. Pickwick out of Thora and Harry Reed by Himyar out of Violet. All of these horses had good records on the American turf. Don Alonzo, who was bred by Mr. Charles Reed, was bought as a yearling by Mr. F. A. Ehret and sold to Mr. M. F. Dwyer for \$30,000 in 1892. As a two-year-old he did fairly well, winning four races, the Tremont, the Sapling, the Junior Champion and the Select Stakes. As a three-year old he won thirteen purses and sweepstakes, while as a four-year old he won eleven races, his best being the Sheepshead Bay Handicap, 1 mile, in 1 minute, 41 seconds, against a good field. The careers of Banquet, Stonenell and Dobbins have been elsewhere given.

Other horses in the Croker-Dwyer stable were Utica by Iroquois out of Duchess; Montauk by Strathmore out of Spinaway; Belle Meade by Glenelg out of Trade Wind; Natty by Tremont out of Tassel; a two-year old filly by Tremont out of Pride; a bay colt by Sir Modred out of Faux Pas, and two chestnut fillies by Enquirer, one out of Tomrig and the other out of Tattoo. A peculiarly interesting feature of this string was that it included eight of the get of Iroquois who were returning to show themselves upon the fields where their world-renowned sire had made himself famous. These were Utica out of Duchess; Hervert out of Hildegard; True Blue out of Tullahoma; Sweet Marie out of Baby; Trilby out of Theodora; Dinah out of Orphan Girl; a bay filly out of Armiel and a chestnut colt out of Valette.

The results of this disastrous campaign are too well-known to call for extended consideration here. Several of the best horses of the stable, entered in selling races, were claimed and lost to the owners, and several others had to be bid in to save them. The first race won was the Crawford Plate at the Newmarket Craven Course, when Eau Gallie, formerly Utica, beat Estar, Erin and seven others. The odds were 8 to 1 against Eau Gallie, who was ridden by Sims, this being the jockey's first mount in England. Harry Reed, at the Newmarket meeting, won a selling race by three lengths. It was generally considered that the stable did not appear to its best advantage for the reason that it was not well handled.

Messrs. Duke & Wishard also tried their fortunes on the English turf in 1895. Their venture was daring rather than promising. Their best horse was Ramapo, then a five-year old chestnut by imported Pontiac out of Annie F. His fame was well established by his winning of the Suburban in 1894, and he has been considered one of the best American race horses of recent years. One authority at the time even said that he was "no doubt the best American representative that has been sent to England since the time of Iroquois and Foxhall." Other members of the string, which numbered ten, were Hugh Penny, Helen Nichols, Wishard, Damsel, Mack Briggs and several yearlings, one by Himyar out of Miss Austin, another by Bersan out of a dam by Silvermine, another by Strathmore out of Ortawin, and one by Pontiac out of Miss Lunley. The venture was not particularly successful, and Ramapo, upon whom the greatest dependence was placed, and who was regarded as having a good chance for the Cesarewitch, was unable to start on account of his foot going wrong. Mr. Lorillard also had a considerable stable in the field for 1896, but no eminent performers were in it, the best, judged by their success, being Belisama, Dolabra, Diakka, Sandia and Dacotah II. The fifteen horses in the stable won only twenty races out of the one hundred and two in which they started, taking in purses and stakes \$25,000.

Eminent success on the courses which the English Jockey Club directs and controls, is accompanied by more lucrative returns and by wider celebrity than can be gained on American tracks. It is these considerations, probably, not less than that of patriotism, that have led American turfmen in recent years to turn their attention more and more to the foreign field as worthy of their cultivation. The rewards of these enterprises have not in every instance been commensurate with their cost, but, nevertheless, the chances of success have been such as to make the venture more and more alluring. Where once, as in the days of Messrs. Ten Broeck and Sanford, the American turfmen were represented by

single stables, there has been, particularly during the last decade, a steady and large increase in the number and in the strength of the strings in England representative of the United States. The careers of some of the principal owners who have thus carried their colors back to the early home of the thoroughbred, have been briefly reviewed here and brought down to the present date. There have been occasional instances besides those mentioned, as, for example, Mr. Fred Gebhard, who took over Eole and St. Saviour, while even other names might well be added to the list.

That the English turf is more than ever attractive to American horsemen is plainly evidenced by the number of American horses that are now annually run in the Old World. A comparison of the record for 1897 with that of forty years earlier is instructive. At the earlier date Mr. Richard Ten Broeck was the solitary representative of the American turf abroad, and the few horses that he had with him were, as we have seen, a novelty rather than a success. In 1897, no less than seventy-six American bred horses ran on the English turf, and their total winnings amounted to a little more than \$95,000. The principal American turfmen represented were Messrs. August Belmont, Pierre Lorillard, Richard Croker and James R. Keene. In Mr. Belmont's string were Actinism by imported Rayon D'Or out of Arnica; Bridegroom II., by imported Rayon D'Or out of imported St. Bridget; Invergold by imported Rayon D'Or out of Invermay; Souveraine by imported Rayon D'Or out of Sultana, and Terpsichore II. by imported St. Blaise out of Reel Dance. The stable was not at all successful. Souveraine won a single race and Bridegroom II. ran third for the Liverpool Nursery Stake.

Mr. Lorillard was represented by Belisama by Sensation out of Blush; Chinook by Sensation out of Breeze; Draco by imported The Sailor Prince out of Darya; Elfin by Sensation out of Equality, and Sandia by imported The Sailor Prince out of Saluda. Sandia brought the most success to his owner's colors, winning the Fern Hill Stakes and the New Biennial Stakes at Ascot; the Lingfield Summer Handicap at Lingfield; the Scarborough Stakes at Doncaster, and the Old Cambridgeshire Handicap at Newmarket. He also ran second for the Brighton Cup, and was third to Comfrey for the Cambridgeshire Handicap. Belisama won the Bentinck Plate at five furlongs, and the same plate at six furlongs, both at Nottingham. Draco won the Visitor's Plate at Newmarket from a field of twenty, the Quarndon Plate at Derby and the Drake-low Stakes at Derby. Elfin won the Biennial Stakes at Ascot and was second for the Chesterfield Stakes at Newmarket. Mr. Croker had in his string Americus by Emperor of Norfolk out of Clara D.; Nashville by Iroquois out of Boulotte; Princeton by Hanover out of Margarine; Rhoda B. by Hanover out of Margarine, and

Santa Anita by imported Cheviot out of Alaho. Americus won the Riddleworth Plate at Epsom and the South-down Plate at Brighton. Rhoda B. won the Exning Plate at Newmarket. Mr. Keene was represented by St. Cloud by imported Candlemas out of Belle of Maywood; and his horse ran third to Galtee More for the Doncaster St. Leger and second to Comfrey for the Cambridgeshire Handicap.

The esteem with which the American bred blood horse is now regarded by English turfmen was shown by the number of animals that were the inmates of English stables in 1897. Among owners who thus displayed their belief in American stock, Lord William Beresford was especially conspicuous. The American bred horses that he ran during the season were Berzak by Sensation out of Belphebe; Blondin II. by The Bard out of Equipoise; Bloozen by Sensation out of Blush; Day Star by Sensation out of Dolinka; Diakka by imported The Sailor Prince out of Rizpah; Jiffy II., by imported The Sailor Prince out of Joy; Keenan by Lisbon out of Patrimony; Lamerock by Sensation out of Lizzie Cox; Libra by Sensation out of Lima; Meta II. by Sensation out of Magnetic, and Tuxedo by imported Pontiac out of Annie F. At the head of the list of all the winning Americans of the season stood Diakka, who was successful in the Subscription Stakes at Newmarket, the Duke of York Stakes at Kempton, the Peveril of the Peak at Derby and the Duchess of York Stakes at Hurst Park. He also ran second for the Stewards' Cup at Goodwood. His winnings were \$19,541. Berzak ran second for the Newmarket Stakes and fourth for the Two Thousand Guineas, both of which were won by Galtee More. Bloozen ran third for the Rangemore Stakes at Warwick. Jiffy II. won the Old Nursery Stakes at Newmarket. Keenan ran second for the Manchester Cup and also second for the Manchester November Handicap. Meta II. won the Warren Nursery Stakes at Leicester.

Dolabra by Emperor out of Dolinka, and owned by Mr. Dobell, was successful in five out of twelve starts. He won the Stand Plate at Doncaster, and the Stanley Plate at Kempton Park, and ran a dead heat with Maid of Valetta for the Windemere Plate at Liverpool, dividing the stakes. Mr. H. Monkshall's Brave Himyar by Himyar out of Bravoura, won three out of the seven races in which he started, his successes being for the Quarndon Plate at Derby, the Sheen Plate at the Kempton Park Easter Meeting, and the same plate at the Kempton Park August Meeting. Mr. Gottschalk's Atossal by Sensation out of Austraiana, won the Nevill Plate at Lewes. Mr. J. L. Dugdale's Beryl by Sensation out of Belphebe, won the Wigston Plate at Leicester. Mr. A. Cockburn's David II. by Tenny out of Quesal, won the Leicestershire October Handicap at Leicester.

Mr. G. MacLachlan's Don Alonzo by Long Taw out of Round Dance, won four out of twelve races in which he started, and was third for the Manchester November Handicap. Mr. J. A. Miller's Glaring by imported The Sailor Prince out of Flash, won the Wood Ditton Stakes at Newmarket. Mr. M. D. Rucker's Lapwing II. by Sensation out of Lizzie Cox, won a single race, and was third for the Great Surrey Breeders' Foal Plate, and also third for the Seaton Deleval Plate at Newcastle.

Other American bred horses on the English turf this season were Albany by Hanover out of Burletta; Banquet by imported Rayon D'Or out of Ella T.; Bowers by imported Great Tom out of Moselle; Gallatin by imported St. Blaise out of Emma; Eau Gallie by Iroquois out of Duchess; Capitola by imported Islington out of Louise; Damsel II. by Kinglike out of Stonecrop; Harvard by Hanover out of Extra; Kidnapper II. by Magnetizer out of Lady Kidbrooke; Lexington by Strathmore out of Heleva; Montauk by Strathmore out of Spinaway; Moss Rose II. by Salvator out of Bedotte; New Jersey by Tristan out of Silver Blue; Prince George II. by Sensation out of Louissette; Roman Chief by Hanover out of Golden Reel; Sir Excess by imported Sir Modred out of Dixianna; Tagus by imported Rayon D'Or out of Queen T.; Tennessee by Iroquois out of Tullahoma; Westchester by Hanover out of Cyrilla, and Yale by Strathmore out of Bonnie Lee. The owners of these horses, other than those already mentioned, were Messrs. Riley, Diggle, E. Crawford, F. Fitton, J. F. Halleck, G. Parker, R. K. Sampson, H. McCalmont, G. Lambton, A. Cockburn, T. Leader, W. Sibary, C. A. Mills, J. T. Wood, R. Thirwell, B. Seton, C. Hibbert, A. B. Saddler, W. Wiston, L. Rothschild, F. R. Hunt, J. Cannon, B. Waterer, J. Wood, J. Widger, J. G. R. Homfray, and M. R. Lebaudy, Sir H. de Trafford and Sir J. Duke. In all, the American bred horses ran in 379 races, of which they won 59, were second 45 times, third 54 times, and unplaced 221 times. Mr. Keene's St. Cloud also started once in France, where he ran unplaced in the Grand Prix.

Although, as appears from this record, the number of American stables and particularly the number of American bred horses that were prominent in the English events for this season was considerably in excess of the number of those that had appeared in any previous year, and offered an agreeable contrast to the list of Mr. Ten Broeck's lonely venture in 1856, their success was not as pronounced as patriotic Americans could wish. Nevertheless, on the whole, the situation was not considered discouraging and a larger number of American horses was entered for British stakes in ensuing seasons than at any previous time. Mr. Lorillard did well enough in 1897 with his American horses and an American

trainer, to encourage him to enlarge his stable, and his victories seemed to act as an incentive to other ambitious turfmen to enter the same field. But he is now associated with a British partner, Lord William Beresford, who is even more active than he in the management of the stable of which Mr. John Huggins is the trainer. A deep interest still attaches to Mr. Lorillard, as having been the pioneer in the present generation to challenge the British upon their own grounds.

To Messrs. Lorillard, Keene, Belmont and Croker may be added the names of other Americans, who will still continue to try their fortunes in the future as in the past, on the historic grounds so dear to our kin beyond the sea. The English turf is in every way abundantly worthy of the enthusiastic support of the vast multitudes that delight to see the thoroughbred champions vie with each other in world-renowned combats. Many who have studied the subject thoroughly hold that the turf in that country is better managed than the American. There may be reasonable doubt, however, on this point, for, as a rule, both in England and in this country, while mistakes have sometimes been made, the stewards, starters and other officials who hold important turf places, enjoy and deserve to the fullest extent the trust and esteem of those who follow the races, either as participants or spectators. It is commendable, however, in our leading American sportsmen that, while not disdaining honors to be won in their native land, they should seek the transcendent fame that can come to them in a greater degree by success in the historic contests of the mother country. Their triumphs there must have something more than a mere personal character, for at Epsom, Newmarket, Ascot and wherever else they may appear, they represent, not alone themselves, but also America and the American thoroughbred.

One result that has been hoped for as an outgrowth of the interest displayed by American turfmen in the turf of England, has not yet been apparent. That the enterprise exhibited in taking American thoroughbreds abroad might in time bring about a return movement of English horsemen to try their fortunes in this country in friendly rivalry, for the great events of the American turf has been the fond dream of all American sportsmen for more than a generation. There has been almost no reciprocation of this character, however. In 1876, a single instance that was an exception to the constitutional apathy displayed by the Englishmen toward the American turf, encouraged hope that, thus the ice once broken, we should soon see a manifest change in this particular. Years have passed, however, and the English turfmen still remain conspicuous in America solely by their absence.

It is quite true that the emoluments of the English turf are, generally speaking, superior to those of this

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country, and therefore it is natural that English owners should adhere to their own tracks. The objection of the risk and expense of transferring an English string to the United States has been advanced as another reason for the Englishmen remaining at home, but it does not seem that in this respect the English sportsman should be any less enterprising than his American cousin. That the trying of English thoroughbreds in the United States,

under the climatic conditions and the customs governing the American turf is very desirable, does not admit of doubt. It would give an additional line toward the settlement of the much-vexed question of the relative superiority of the two equine races, American and English. Such an experiment, or series of experiments, would afford the greatest delight to American turfmen.



PIERRE LORILLARD

RACING OFFICIALS

THE MEN WHO DIRECTED THE AFFAIRS OF THE TURF IN DAYS GONE BY—SOME CELEBRATED

HANDICAPPERS—THE JOCKEY CLUB, ITS WORK AND ITS INFLUENTIAL

MEMBERS—DISTINGUISHED MODERN TURFMEN

IN the early days of the American turf that class of gentlemen known in more recent times under the general title of racing officials had, comparatively speaking, not yet appeared. Racing had not then assumed a magnitude, nor a character that called for the wise and painstaking oversight that it is now necessary to give to it. The courses were few in number, while owners who made a business of their attention to the sport were not numerous. Many of the race tracks were private business enterprises that came very little, if at all, under the supervision of any turfmen, save their owners. The few jockey clubs that existed were widely separated, and their interests clashed with each other to a very limited degree, if at all. There was a free and easy manner about racing events in those days that cannot possibly obtain at the present time when so many hundreds of individuals are vitally concerned in results. Judges there were, of course, and stewards, but their duties were of a simple character compared with those that to-day are delegated to the gentlemen who now hold similar positions.

The elaborate and intricate rules governing racing and all the manifold details of management are features almost entirely of the modern development of the turf. They have resulted from the enormous expansion of turf affairs during the last generation or so and the multiplication of so many varied interests that have sprung up into vital connection with it. Especially the system of handicapping and the mode of betting have originated in the present day and have overshadowed the turf in a manner that could scarcely have been dreamed of fifty years ago. Under these changed conditions the modern racing officials have been developed and their duties have become so extensive and onerous that it is quite within reason to say that the welfare, if not the entire existence of the turf, depends upon their wisdom, faithfulness and hard work. The racing officials, including the presidents of the jockey clubs and the stewards, with handicappers, starters and judges, now constitute a body of sportsmen who have an enormous power for evil or for good. It is to their credit and to the advantage of turf interests that this power has been almost invariably exercised, energetically and honestly and for the best interests of the sport in whose prosperity all are concerned.

New York has been particularly fortunate in the number and the character of the high-minded sportsmen, who, in various official capacity, have substantially contributed to the advancement of racing interests in and about the metropolis. From the days of Mr. Francis Morris, Mr. John C. Stevens and others of the antebellum times down to the immediate present, they have always been foremost among turfmen of the country. By their attention to the direction of racing affairs and to the practical solution of many of the puzzling problems that have from time to time arisen, they have contributed very markedly to the development and the prosperity of the turf in all parts of the country. The elaborate rules of government made necessary by the phenomenal growth of the turf in modern times practically originated with the racing officials of the North and they have been a most powerful factor in building up racing into the full stature of a national institution.

Some names of the immediate past stand out in special prominence in this connection. No one who has even the slightest acquaintance with the history of the American turf can fail to be impressed with the vast influence for good that was exercised by Mr. D. D. Withers. No more conservative or more thorough sportsman than he has ever had a place in the annals of the turf, whether it be of this country or of England. Like the Morrisises, who were also identified with the turf in his generation, he came of one of the oldest New York families, his father being Reuben Withers, well known as the president of the Bank of the State of New York and one of the fashionable residents of the old Second Avenue. Mr. D. D. Withers was brought up to a business career, and at an early age became a clerk in the shipping house of the firm of Howland & Aspinwall. While he was a mere boy he was sent to New Orleans to take charge there of the business of the house with which he was connected. In the Southern city he soon set up independently, becoming a large dealer in cotton and farming properties and buying and selling plantations in Louisiana and Mississippi. When the Civil War broke out, he gave his allegiance to the South, although his father was for the North, his long residence in the former section, begun at a youthful and impressionable age, having made him thoroughly Southern in sympathies and opinions. During the progress of the war he visited England and

the continent of Europe, and in after years he delighted to tell how he had been a witness of the great Derby of 1865, when the Blue Ribbon of the English turf went for the first time to a French bred horse, the great Gladiateur.

Returning to this country in 1866, he settled again in New York. During his residence in New Orleans he had been a member of the Jockey Club there, but had not been identified with racing interests in the East until he was invited to join the organization of the American Jockey Club. At the first club meeting he was chosen one of the governors, and held that office during the rest of his life. Associated with Mr. John F. Purdy, he bought a string of race horses, and at once became prominent in turf circles. He was called the "mentor of the American turf," and effectively demonstrated his right to that title, for he was the highest ideal of a true sportsman that this country or perhaps any other has ever produced. As the owner of an extensive stable, as a large breeder, as one of the founders of the finest race course in America, and perhaps in the world, as an able and indefatigable administrator of turf law, he conferred countless obligations on the racing community. At the time of his death he was Chairman of the Board of Control, and from his familiarity with the rules of racing he was called "the American Admiral Rous." Nearly all the rules governing the running of horses in the East and the United States were drafted by him, and he was the acknowledged American authority in all such matters.

For many years Brookdale, which Mr. Withers established and made famous, was one of the favorite resorts of the leading turfmen of the period in the vicinity of New York. To quote from an appreciative article that appeared in *The Spirit of the Times* long ago: "It was in the library at Brookdale that the sage (Mr. Withers) would buckle down at the desk after his guests had retired to sleep and frame his stake conditions, enter his foals on 'the foal list,' and mate his mares by aid of tables showing percentage of Touchstone, Partisan and Birdcatcher blood. Here also he framed the Rules of Racing, codifying the latest English rules into an amended digest to suit American conditions. Midnight oil burned low, for it was the 'wee sma' hours,' when he sought his couch, but if there was a trial of Juvenile or Criterion candidates set down for the next morning none rose earlier than he. And what famous, gay and brilliant meetings have been held at this same library in the piping days of the black silk jacket. Editor Hurlburt and Mr. Sam Ward, Wade Hampton, Beauregard, rather grizzled, but as erect and polite as in the old Fort Sumter days; Duncan F. Kenner, who revived old New Orleans recollections; August Belmont; John F. Purdy, silver-voiced, but bright as gold on racing questions; Judge Monson, austere and authoritative;

J. G. K. Lawrence, with whom the old gentleman quarreled, but respected most profoundly."

At the time of his death Mr. Withers was Chairman of the Board of Control and was rendering incalculable service to racing interests that were concentrated in and about New York. His active racing career lasted for more than a quarter of a century, and during that entire period he was never in any way concerned in any transactions that could in the slightest degree redound to his discredit or bring suspicion upon the turf. In the business world he was the executor of his father's estate, although, at his own request, he never inherited a dollar, being better satisfied to have achieved his fortune solely by his own unaided efforts. For a long time he was president and manager of the East River Ferry franchise, which was afterward sold to a syndicate in which Austin Cerbin and the Vanderbilts were mostly interested.

Any consideration of those individuals, who have been prominently identified with the American turf in the one hundred and fifty years of its existence, would be obviously and inexcusably incomplete, if it did not give attention to the very great services of Mr. Leonard W. Jerome. His name, with a few others, stands far and away at the head of the list of those to whom the turf in contemporaneous times has owed its standing and prosperity. Not even in the generations long gone by, when racing was conserved by those gentlemen of influence whose careers are elsewhere dwelt upon, were there any who surpassed Mr. Jerome in integrity of purpose, enterprise and unselfish devotion to the best interests of racing. Mr. Jerome's racing career extended over fully a quarter of a century, and during part of that period he was a prime factor in the revival of general interest in the sport in the North, a revival that was the precursor and the basis of the phenomenally successful and gratifying condition of contemporaneous racing.

Belonging to one of the oldest New York families, and being one of the most successful financiers of his generation, Mr. Jerome had that prestige which social standing and wealth confer upon a man. His natural qualities of character were such that he endeared himself to a large circle of acquaintances, and in his energetic efforts to rehabilitate racing he commanded the co-operation of a large contingent of gentlemen of wealth. At the time when he undertook the seemingly discouraging work of reviving the dormant interests in affairs of the turf just after the close of the Civil War, racing was circumscribed by very narrow limits, and the outlook for its future was exceedingly discouraging. A love of the sport still existed, however, and Mr. Jerome, with those who associated themselves with him, fully recognizing this fact, based their plans accordingly for the regeneration of the race course. He was a prime mover in the organization of the American Jockey Club and in the opening of its



LEONARD W. JEROME



JAMES G. K. LAWRENCE

course at Jerome Park, that was named in his honor. In that and in other enterprises that afterward sprang into being in the East he was untiringly active. His colors, blue, white stripes, were long familiar to frequenters of race courses and even after he had retired his stable, he still retained his official connection with the sport to which he had so energetically devoted a great part of his lifetime. As president, he was at the head of three leading Eastern tracks, and to them, particularly, he gave time and money in the most unstinted manner. He was a generous buyer of good thoroughbreds and enriched his stable with some of the best stock of the period in which he lived. One of his most celebrated coups was the purchase of Kentucky, the son of Lexington and Magnolia, for the sum of \$40,000, which would be a large amount to pay for a thoroughbred, even in these days, and was much more so at the time when he was buying.

Not alone in racing circles was Mr. Jerome conspicuous. He was a bold and dashing financier and identified with many of the big operations of Wall Street. During the Civil War he was one of the most patriotic supporters of the Union cause, being lavish in his contributions to the Government, and in many quiet ways assisting the cause to which he was devoted. In other sporting circles besides racing he was active and influential. As an expert whip, he was identified with the annals of coaching in this country and did much to promote that fashionable divertimento. He was one of the best four-in-hand drivers in the country. Interested also in yachting, he was not less influential in promoting the interests of that sport than he was in upbuilding racing and driving. The first yacht that he ever owned was the *Undine*. Afterward he was part owner of the *Restless* with Commodore McVicker, and part owner of the *Dauntless* with Mr. James Gordon Bennett. In the great ocean race of 1870 between the *Dauntless* and *Cambria* he came conspicuously to the front as a representative American yachtsman. He also owned one of the earliest steam yachts that sailed in American waters, the *Clarita*. As a patron of the fine arts, a leader in the social life of the period and a gentleman of high intellectual attainments and of brilliant wit, he was one of the most prominent figures in New York life in the last quarter of the nineteenth century. His death occurred in 1890.

Closely connected with Mr. Jerome in business, social and sporting life, Mr. William R. Travers, who died four years before his distinguished associate passed away, also left a very distinct and valuable impress upon turf affairs of the period. Mr. Travers came naturally by his predilection for racing affairs. He was a native of Maryland, where his family had been identified with the turf in connection with the Bowies, Pucketts, Johnsons and other noted racing families of that section. After he settled in New York in business, he became associated

with John Hunter, of Westchester County, and formally entered upon racing in 1863. Prominent in the stable that he owned, in conjunction with Messrs. Hunter and Osgood, were Kentucky, Arcola, Ulrica, Flora McIvor and Oliata. When racing revived after the close of the Civil War, he was one of the syndicate that formed the Annieswood Stable to compete with the strong stables from the South that were making their appearance upon the Northern race tracks. In this venture he was associated with Messrs. John Hunter, Leonard W. Jerome, August Belmont and R. W. Cameron. The stable bought liberally, both in Kentucky and abroad, and raced under mauve colors.

When the Annieswood was dissolved in 1869, Messrs. Hunter and Travers resumed racing under the orange jacket. They established a stud and bred many horses, continuing in business until 1874. Among the most celebrated horses that they raised were Alarm, Rhadamanthus, Olitipa, Cannie Bairn and Intrigue, while they also owned Buckden, King Bolt, King Pin, Sultana and others. One of their sensational ventures was matching their stallion Censor, a Gloamin colt, for \$10,000 against Mr. R. W. Cameron's Miss Alice, a contest in which they were defeated. They were also the principals in several other notable races of that period. Their filly, Intrigue, beat Mr. Littell's Emma Johnson colt, in a match for \$1,000 a side. The same year they paid forfeit in a match that had been made for Intrigue against Mr. August Belmont's Finesse, and, also in the same season, 1869, they lost a \$5,000 match with Intrigue, who was beaten by Finesse. In 1871, they won a \$10,000 match with Alarm, beating Mr. R. W. Cameron's Inverary. As a three-year old, Alarm was never beaten, and, in 1874, Olitipa was considered one of the best horses in any Northern stable.

In the death of Mr. John Minor, who was the trainer for Messrs. Hunter and Travers, that stable met with a severe loss, and decided to discontinue business. They sold Rhadamanthus and their other leading horses in 1874, and Mr. Travers never appeared again as a racing owner on the track. Nevertheless, he still retained his interest in the turf, and was one of the most influential turfmen of the seventies and eighties. After 1877, he was the owner of the Valley Brook Farm, at Rutherford Park, N. J., and, for sometime before his death, was one of the largest owners of the Jerome Park property, being also a stockholder of the Coney Island Jockey Club. For many years he was President of the Saratoga Racing Association. Beginning with the early seventies, he instituted the Travers Stake at Saratoga, and annually presented to the winner a valuable piece of silver plate as a trophy. From the foundation of the American Jockey Club he was one of its stewards, and was also for many years President of the New York Athletic Club

and of the Racquet Club. He was a striking example of the best type of the all-around American sportsman.

Although the senior Mr. August Belmont attained to distinction as an owner and breeder, second to no American turman, either of the past or the present, his services to the cause of racing as an official were not less important. When some future historian of thoroughbred racing in the United States sets forth the causes that gave popularity and character to the sport in the latter years of the nineteenth century, the example of Mr. Belmont will necessarily be the theme of praise as high as it is fully deserved. His name is intimately associated with the establishment of racing in this country upon a dignified footing, while it is synonymous with sportsmanship of the loftiest type. Considering racing officials of the past, he is entitled to as full consideration as any man of his day. It is not saying too much of him to assert that to no small degree the prosperity of the turf of the present day was due to his efforts.

Mr. Belmont filled so large a place in the view of the public that it is impossible to speak of his connection with sport by itself alone. This was only one phase of his many-sided personality, and the success and honors which he gained upon the turf were only other manifestations of his strength of character and of will and his indomitable energy that made him eminent in many pursuits. Born at Alzey, in the Prussian Rhineland, in 1816, his ancestors had been people of wealth for several centuries, as well as of great influence in public affairs. The circumstances of his family were such that he received all the advantages which wealth and position could secure, including a liberal classical education. At an early age, however, he determined upon a commercial, rather than a professional career, and entered the banking house of the famous Rothschilds, in Frankfort-on-Main. Subsequently he held a position in the branch of the same establishment, at Naples, developing a business capacity of the highest order and a remarkable talent for finance. In 1837, when but twenty-one years old, he came to New York and established the banking house which under his name has prospered through all the vicissitudes of business and finance, and which, from the date of its foundation, more than sixty years ago, to the present day, has represented the interests of the Rothschilds in America.

It is not germane to the purpose of this article to dwell upon the conspicuous part which, for fifty years, Mr. Belmont played in financial affairs, both of this country and of Europe. It is sufficient to say succinctly that he was one of the world's greatest financiers in his day and generation. Brief mention must, at least, be made to his political career, for his activity in public life exhibited one of the strongest and most important sides

of his nature. As soon as he arrived in this country he became an American citizen, determined to identify himself completely with his adopted country. Thoroughly a man of the people, he joined the Democratic party and became at once prominent in its councils. Generally speaking, public office had no allurements for him, but he rendered great service to the Government at notable crises in its history, especially in such matters as related to its financial affairs. Diplomacy was quite in keeping with his taste, and had he chosen to devote himself to that career he would undoubtedly have been as brilliantly successful as he was in the financial world. From 1844 to 1850 he held the post of Consul-General of the Austrian Empire in New York. In 1852, he was appointed by President Franklin Pierce to be Minister of the United States to the Court of the Netherlands, and served with distinction to himself and advantage to the nation. Other tenders of public office were made to him, but these he invariably declined, although he was always ready to give the National Government the benefit of his counsels. Having labored earnestly to avert the rupture between the North and the South that led to the Civil War, he gave his most patriotic support to the cause of the Union when the perilous days came. He aided in the creation of some of the earliest German regiments recruited in New York, and twice crossed the ocean to carry on important and delicate negotiations on behalf of the Government, receiving the thanks of President Lincoln for his valuable services. He was Chairman of the Democratic National Committee from 1860 until 1872, when he retired from active political life.

Many other features in Mr. Belmont's versatile, yet strong, character also helped to make him one of the foremost men of his time. It was justly said of him that he understood and did more things well than any man of his day. A leadership in the social world came to him as easily as his prominence in business. He was a discriminating patron of music, literature and art, and his magnificent gallery of paintings by the world's foremost masters was one of the earliest, as well as one of the most famous, that America ever possessed. To all these gifts and accomplishments he added an innate love of sport which, in early life, made him an adept in manly exercises and pursuits, and which later became crystallized in his devotion to horses and the turf. His participation in racing and affairs pertaining to that sport dated from the very inception of racing under its present auspices. He was one of that group of famous gentlemen sportsmen who combined to establish the American Jockey Club, and his selection as its first president, in 1866, a position that he held for twenty years, was a fortunate choice. He brought to the position not only the full weight of his social, political and business prestige, but the entire racing community was the gainer by hav-



JOHN HUNTER



ALONZO C. MONSON

ing, as its head, a gentleman of such matured judgment, high sportsmanlike instincts and thorough acquaintance with the best traditions of the European turf.

Mr. Belmont was foremost among the men who gave to thoroughbred racing stability, settled order and a place among the pursuits which gentlemen of the highest standing could follow without loss of dignity, and made it one of the pastimes that the public could enjoy with unalloyed satisfaction and with confidence in the integrity with which it was managed. This involved both labor and sacrifices. The racing public of the present day can scarcely form an adequate idea of the circumstances that confronted Mr. Belmont and those who were associated with him. The general community had yet to learn the pleasure of racing. Owners were few and widely scattered throughout the country, tracks had to be created, and the financial burden of providing adequate inducements for the breeding and running of high class horses had to be supplied by the principal lovers of the pursuit themselves. The successful results are the best evidence of the spirit in which the great work was undertaken, and on the roll of honor of those prominent in the task the name of August Belmont will ever hold a leading place.

One of the oldest, if not quite the oldest of American racing officials, is Mr. Charles Wheatly, who, after a long and active turf career, still lives in the quiet enjoyment of his recollections of the glorious days of the past. More than a generation ago, before the beginning of the Civil War, he was called to be secretary of the Kentucky Association. Even previous to that time he had been vitally interested in the thoroughbred, and was already considered one of the leading authorities in the United States upon all matters pertaining to the blood horse and his performances. For many years he rendered able service to the Kentucky Association, and there attracted the attention of turfmen from all parts of the country. When racing was revived in the North in the later sixties, and the Saratoga Association and afterward the American Jockey Club were organized, those who were interested in the enterprises agreed that Mr. Wheatly was the one man in the country whose services were imperatively needed.

Upon the special request of Mr. John Hunter, he came to New York in 1865, and with Dr. John B. Irving was instrumental in outlining the racing policy that started the turf of the North upon the phenomenally brilliant career that distinguished it for the next ten years or more. His first activity was as secretary of the Saratoga Association. One of the first members of the American Jockey Club, his services to that organization were invaluable and upon the retirement of Dr. Irving in 1869 he became its secretary. For many years he continued in this double official capacity for Jerome Park and Saratoga,

and when the Monmouth Park Association was reorganized he was also retained as secretary of the new association. In 1880 his secretaryship of the three enterprises becoming burdensome, and to a certain extent incompatible one with the other, he retired from official connection with Jerome Park and Monmouth Park, and devoted himself exclusively to the direction of the affairs of the Saratoga Association.

In 1884, Mr. Wheatly was invited to become secretary of the Maryland Jockey Club, of which he was a member, but did not accept, preferring to retain his place with the Saratoga Association. Throughout his active connection with the turf he was known as one of the most indefatigable workers, and for many years carried the entire burden of Saratoga upon his shoulders. He was not only secretary and clerk, performing all the duties incident to those positions, but was superintendent of the course and official handicapper, and even kept the accounts between owners and the association. His racing experience was of the most extensive character, and he had a knowledge of American pedigrees that was surpassed by none and probably equaled by but few of his contemporaries. He was a veritable walking encyclopedia upon all matters relating to the turf and to the thoroughbred, not only of his own time, but also of the past.

Most of the old-timers who were prominently identified with the turf a generation and more ago have passed away before the closing years of this century have gone into history. Only occasionally, here and there, one still remains a connecting link between the past and the present. Judge A. C. Munson, once the close friend of Mr. D. D. Wlthers and the intimate associate of those who made the turf great in the sixties, still survives a vigorous old man, rich in reminiscences of days gone by. He has had a long, and notable career. Graduated from Columbia College, he afterward took a course of instruction in the Yale Law School, studied in the offices of Mr. Ambrose Jordan and Mr. Benjamin W. Bonney and was admitted to the bar when he was only twenty years of age. Associated with his brother-in-law, Mr. Robert H. Morris, he practiced for several years at the New York bar, and was soon regarded as one of the most promising young men of that day.

When the excitement over the discovery of gold upon the Pacific Coast broke out, he caught the prevalent fever and went to California. It was not with pick and shovel that he entered upon life there. Taking his law books with him and hanging out a shingle in Sacramento, he entered upon the practice of law. In the Golden State he made rapid progress and became a leading member of the bar. In 1852, Governor John Bigler appointed him to fill a vacancy in the District Court, and before his term of service expired, the next Governor

tendered him an appointment to the bench of the Supreme Court. This offer he declined and returned to his former home in New York. A year later, in 1858, he made a visit to Europe. Upon his return from abroad he again went to California and re-entered upon the practice of his profession, remaining there until 1863. After the latter date he was settled permanently in New York.

It was soon after his return to the metropolis that he met Mr. Withers, and the acquaintance that thus sprang up ripened into a friendship that has been likened to that of Schmucke and Pons, which Balzac has immortalized. For years, thereafter, these two companions followed the turf, a pair of walking encyclopedias upon all matters pertaining to the race track. They had the utmost admiration for each other and their fast friendship terminated only with the death of Mr. Withers. As a member of the American Jockey Club, Judge Munson was always regarded as a supreme authority on all law matters relating to the turf, both general and special. He was Vice-President, Treasurer and member of the Executive Committee of the club for more than twenty years. As a steward and a judge at many meetings, he occupied a high position in the esteem of his fellow turfmen and performed an important part in racing affairs in the sixties and seventies and even later. Although he never owned a race horse, few men have been better judges of horseflesh or more familiar with the history of the American thoroughbred.

An active member of the McDaniel Confederacy with Colonel McDaniel and Al Gage, Mr. John E. Brewster had a prominent part in turf affairs, in the West especially, for more than twenty years. He was born in Massachusetts in 1833, and died in 1894. After some years of business life in New York, he became identified with racing affairs in the early seventies. Among the horses of which he was part owner were Harry Bassett, Springbok, Joe Daniels, and Katie Pease, the two latter being famous four-milers. Katie Pease was a strong candidate for the \$30,000 purse that was hung up for a four-mile race in San Francisco in 1875, but was defeated by Foster. Another good horse owned by Mr. Brewster and his partners, was Virginus, the sire of Verge d'Or. Mr. Brewster was an excellent judge of horseflesh, and it was upon his advice that Mr. E. J. Baldwin purchased Rutherford and Grinstead, who won such success as sires at the Santa Anita Ranch. When the Washington Park Jockey Club was organized in 1884, Mr. Brewster became its secretary, a position that he retained until the time of his death. He gave active personal attention to the details of management of that club, and the racing conducted under its management, and had a reputation as a handicapper second to none of his contemporaries.

Few men have been better or more favorably known in modern racing circles than Dr. Gideon L. Knapp, who died in 1895. One of the most active members of the Jockey Club of New York, his reputation as a turfman extended wherever thoroughbreds were run. He had been prominently identified with the turf for only a few years, his first racing being under the name of the Oneck Stable. But his enthusiasm, and his general devotion to the sport, carried him to the front with a rush, and gained for him a reputation that might well have been the result of a lifetime of work as a sportsman. When the Jockey Club was formed in 1894, he became one of its stewards, and was also the steward of various race meetings. In that capacity, he showed unexpected facility in dealing with racing affairs and was an exceedingly valuable adviser, so much so, that a great deal of the practical work pertaining to racing meetings constantly fell to him. As the owner of Sir Walter, one of the victorious two-year olds of 1892, he won special distinction. Previous to that time, in conjunction with Mr. Fred Hoey and Mr. Chauncey Floyd-Jones, he owned Kyrle Daly out of Faux Pas. For Sir Walter he paid, as a yearling, \$900. Subsequently, as a member of the Oneck Stable, he participated in the ownership of Fusilleer, Micmac, Queen Iola, The Coon, Doggett and California. Aside from his career as a turfman, Dr. Knapp was a successful practicing physician. He was the son of Mr. Gideon Knapp, who belonged to the older generation of New York sportsmen, and was a lover of fine horses, being an intimate associate of Commodore Vanderbilt, Robert Bonner and others.

Among the scores, yea hundreds, of notable turfmen of the West, it may seem almost invidious to select any particular ones for special attention. As a type of his class, however, Major Elias Lawrence, who was the first secretary of the Latonia Jockey Club, was conspicuous in the early eighties. He was Kentuckian born, and that statement in itself is quite sufficient to fully account for his interest in the turf. He was born in Louisville, and his family was one of the oldest in that section of the country. From early youth he began to follow the race course and maintained that connection until the time of his death in 1885. During the Civil War he was engaged in the Confederate service, being a member of Morgan's famous command. As a soldier he won distinction for his bravery and as being a dashing, forceful officer, and before the end of the conflict had attained the rank of Major. When racing was revived in the South after the close of the Civil War, he again turned his attention to that sport, and was well known upon all the great race courses of the country, North and South. With the advent of the Dwyer brothers upon the turf, he became one of their most intimate friends and their valued counselor. Upon the formation of the Latonia Jockey Club he was

elected to be its secretary, and for many years was the leading spirit of the race meetings conducted under the auspices of that organization. He had the honor of having a horse, the brother to Volturino, named after him, a distinction that he probably enjoyed quite as much as anything that ever came to him in his long and memorable career.

Another well-known horseman of the West was Mr. George W. Darden, of Tennessee, who, although he was connected with the turf only a dozen years or so, achieved an excellent reputation as a devoted sportsman and capable official. He was secretary of the Nashville Blood Horse Association, to the success of which organization he very materially contributed. Lord Murphy, who won the Kentucky Derby, was owned by him until sold to Mr. James R. Keene. He also owned Aranza, who was a great race mare, and whom he sold to Mr. Pierre Lorillard. Among other horses that he owned were Mediator and Harry Gilmore. He was particularly noted in turf circles for being always ready to sell a horse, no matter how good the animal might be, provided the price suited him.

Modern racing methods have made the handicapper an official whose importance is not surpassed by that of any of his associates. While the handicap has, from time immemorial, been a feature of the English turf, it has only come into favor in the United States in comparatively recent times. Our forefathers would have stood aghast at the idea, and when it was first tried upon the old Fashion Course on Long Island it was received with marked disfavor. Even to this day there is a difference of opinion regarding the virtue of handicapping, many old turfmen still holding to the old-fashioned idea that a horse should be allowed to run upon his merit without being placed upon an artificial equality with his competitors. Nevertheless, racing has grown to such enormous proportions that there is no longer any way of ignoring the handicap, for without it the sport could not be sustained upon an extensive scale for any length of time.

The theory of the handicap is that it brings all horses to the post upon an equal footing. Whether this result is attained in actual practice may indeed be seriously questioned. Handicappers, like the rest of humanity, are fallible, and even the great Admiral Rous did not always succeed in escaping just censure. The fact is, generally speaking, that, after all, the great handicaps of the United States, like the Suburban, the Brooklyn and others have, as a rule, been won by the crack horses. It is rare, indeed, that the second and third rate racers have been able to carry off those prizes. In other words, although the handicap system probably results in calling to the post greater fields than would otherwise be seen, it is still the horse of superior class that comes in first by the post

even though he may be laden down with weight with the idea of giving the inferior horse something of a show.

A perfect handicap is, of course, an impossibility. If it were otherwise we might be treated to the marvelous spectacle of fifteen or twenty horses finishing a race head and head. Such a dead heat might be sufficiently interesting and would raise the enthusiasm of the spectators to the highest pitch of excitement. But the knowledge that such was to be the certain result of the race would certainly put an end to all betting, and in the course of time would weaken public concern in racing, for the greatest interest in a racing event arises from the satisfaction of seeing some one horse coming in at the head of the field. Undoubtedly it is the business of the handicapper so to distribute his weights that the speedy sprinter shall have an equal chance with the speedy sprinter, but that he is not quite able to do this is really the salvation of the turf, and is a source of gratification to the turf world, which would never be satisfied if the favorite fast ones did not have an advantage over the others as they pass the judges' stand.

Handicapping came into vogue in England some three quarters of a century ago. It was not until a full half century ago, however, that it was extensively applied to racers of high class. One of the first great races of this character that was instituted was the Lincolnshire, which was established in the early fifties and has even down to the present day held its place in the front rank. Others rapidly followed, until it was not long before the handicap became so thoroughly identified with the English turf that it might reasonably be considered a sort of second English racing institution. In the judgment of English turfmen there has never been but one handicapper in that country, and that was Admiral Henry John Rous. Born in 1795, Admiral Rous had a long and brilliant career in public life. In the navy he passed from the lowest to the highest grade, serving his country with distinction in active service at sea and in the more peaceful work of the Navy Department ashore. He was conspicuous in many engagements. From early youth his passion for outdoor sports was insatiable, and it was the source of his greatest satisfaction in life that his retirement from active service in the navy gave him the opportunity to devote himself to the turf.

From 1836, until the time of his death in 1877, no great race meeting ever took place in England at which he was not present. In 1821, he became a member of The Jockey Club and from that time on exercised a very positive influence in the deliberations of that historic body. In 1838, he became a steward of the club, a position for which no man was ever better fitted, or in which any one ever rendered more valuable service to the turf.

He at once took a place as an official far in advance of any of his associates by reason of his activity and his close application to the pursuit to which he was devoting himself. His single aim from first to last was to keep the turf pure and to elevate its standard, and he was the awe of all offenders. During the last twenty years of his life his influence became so paramount that he was universally looked up to as the dictator. A turf writer has said of him: "The Admiral's bold and manly form erect and stately, dressed in pea jacket, wearing long, black boots or leggings, with dog whip in hand, ready to mount his old bay horse for the course, no matter what the weather might be, was an imposing sight at Newmarket."

About 1855, he took the position of public handicapper, and his assumption of that office was greeted with acclamation. Previous to that, however, he had become well known as a handicapper. The first notable instance of his being called in to exercise this function was on the occasion of a match between Lord Eglinton's Flying Dutchman, five years old, and Lord Zetland's Voltigeur, four years old, at the York Spring Meeting in 1851. Upon that occasion he made the older horse give the younger one 8½ pounds. During the larger part of his racing career he managed and made all matches for the Duke of Bedford's stable at Newmarket, his success in that capacity being only second to that which he achieved as a handicapper. He wrote much on racing subjects, his contributions to *The London Times* especially being voluminous and valuable, drawn as they were from a wide and extended experience.

The long and brilliant career of Admiral Rous constituted one of the most notable features that has distinguished the English turf. As a handicapper, no man who ever lived attained to such distinction or won such enviable and well deserved renown. He was the Napoleon of the profession, and no one has ever presumed to question his right of superiority. He belonged in a class by himself. Making a life study of the turf and the capacity of England's thoroughbreds, he became an authority such as never existed before and has not been seen since. During his lifetime, the English horsemen united almost unanimously in lauding him to the skies, but at the same time no one caused more swearing than he did by many of his handicaps. That he was subject to error and sometimes made serious slips is quite true, but he saved himself by maintaining the firmest and most persistent belief in his own infallibility, and brought the world to believe in him, which was certainly a tremendous triumph for any man placed in his position.

Admiral Rous never lost confidence in himself down to the day of his death. In his opinion there never existed any other handicapper worthy of a moment's con-

sideration. Near the close of his life, when enfeebled by age and disease he was scarcely able to creep about, he said to a friend with whom he was one day conversing, "It's all very odd. I lose my way, even in going from the Turf Club to my house near by in Berkeley Square; but," and his eyes flashed with the spirit of his best days as he added, "I can still handicap." There were a few who sometimes ventured to take him to task to his face for his decisions, but generally they were worsted who tried such an experiment. Whether true or not, it is related that Lord Calthorpe, whose favorite horse had been handicapped beyond the possibility of any success, ventured to raise the question of the justice of the weight imposed and, addressing the Admiral for the sake of drawing him out and getting him into a corner, said:

"Now, Admiral, do you believe that my horse has any chance of winning?"

"None whatever," was the complacent answer.

"Do you call that handicapping, then? I thought that every horse was supposed to be given an equal chance."

It was not until many years after handicapping had been instituted in England that it became firmly established in this country. There were various reasons for this, but the principal one was, probably, that the rich planters south of the Mason and Dixon line, prior to the Civil War period, were thoroughly imbued with a liking for the sweepstakes for large amounts between owners of horses at weight-for-age and at long distances. Although it became more and more evident as the scope of racing enlarged that under such conditions the best horse had too much advantage over those who were inferior to him in speed or staying qualities, it was not easy to persuade the old-time turfmen to the innovation of the handicap. About the earliest example of the handicap in the South was in 1856 or 1857, when the old South Carolina Jockey Club put upon its programme two or three races of this description with but little added money to be run for over the Charleston Course. A more important handicap was the Allen for a distance of two miles, with \$2,500 added, that was run at Newmarket, Va., in 1858, when Mr. John Hunter's Nicholas I. carried off the stakes.

When racing was revived in New York and New Jersey after the close of the Civil War the handicap was for the first time in this country fully adopted as a means of attracting large fields to the new courses. The first experiments were tried at the old Secaucus track, situated on the salt meadows in the rear of Hoboken, in 1865. Handicap hurdle races, steeple chases and one or two flat races were given. The first handicap on the flat was 2¼ miles and was won by Colonel David McDaniel's Oakland, five years old, a son of Revenue

and Margrave. These early handicaps were far from successful and did not give much promise for the future. A few years later, however, the experiment was tried on a larger scale and under more favorable conditions, when, at Jerome Park, the Grand National, the Fordham and the Jockey Club Handicaps were instituted by the American Jockey Club. These may be considered as really marking the definite beginning of handicapping in the United States. The isolated examples that preceded them were in nowise important or successful, and had been really put forward as novelties without any idea of making them permanent. Beginning with these Jerome Park handicaps, which at once took rank among the most popular events, both in the estimation of racing men and the general public, year after year handicapping grew steadily in favor, until now the great handicaps overshadow all other contests of the racing season.

There are almost as many systems of handicapping as there are handicappers. Some men keep regular book accounts—that is, they write down every day names of the first three horses that have contended in every race of which a description is published, with the weights at which they ran and the distances between them at the finish. On the opposite side of the page the horses are rehandicapped with such variations as it is presumed would be likely to bring them to a dead heat. Other handicappers have been specially known for their “ladders,” that is, long lists of horses handicapped over various courses from five furlongs upward, while the weights are constantly recast. It was the custom of Weatherby, who was for many years handicapper for the English Jockey Club, to go through his book anew for each fresh compilation, aided constantly by notes made from personal observation. Some handicappers since his time have also adhered to that practice.

Comparatively few men are successful handicappers. England has had, perhaps, half a dozen, of whom Admiral Rous was the most eminent. The best known in this country have been Mr. J. G. K. Lawrence, Captain J. H. Coster, Mr. H. D. McIntyre, Mr. Charles Wheatly and Mr. Walter S. Vosburgh. There is no position connected with the race track where the work is more arduous and the returns so inadequate, either in the approval of the public or the satisfaction of horsemen. While it is, no doubt, a difficult thing to make a good handicap, it becomes an impossibility to make one that will suit everybody. One would think that trainers would be people most likely to give valuable opinions on a handicap, but, nevertheless, they are quite as often in error as others. This arises from the fact that, while they may know individual horses thoroughly, whether in their own or other stables, they are apt to underrate their own and overrate others when it comes to this im-

portant question of placing weights. After all, perhaps, the final judgment of the public is about as good as any that can be possibly had, since the followers of the turf are practically unbiased, and have as clear a knowledge of form as many who pass their entire lives in the stable.

Every handicapper is liable to be imposed upon. It is at all times difficult to escape the devices of the trainer who is on the alert to get every advantage that he possibly can and, therefore, we frequently see horses running with from ten to twenty pounds in hand. In Parole's first season in England the handicappers there carelessly deceived themselves and let him into some good events at very light weight, a mistake, however, that was not afterward repeated. Handicapping by committees has been sometimes tried upon the theory that the judgment of several men is better than one, but the result has almost invariably disposed of the theory. It is impossible to get a number of men to agree on any subject, and it is especially impracticable upon a matter like the handicap, concerning which there is opportunity for such wide divergence of opinion and such a multitude of contributing causes.

It has become proverbial that no owner can ever be satisfied with a handicap in which he has a horse unless it happens that he is able to win. Devices that are resorted to to have weight taken off are numerous and sometimes successful. One of the most common is to run a horse until the handicapper is finally persuaded that he is fully entitled to come in at a feather weight. Then some day the owner sees his chance and pulls off some great prize. It occasionally happens, however, that this practice works out just contrary to what was planned by the owner and trainer. The story is told of a defeated owner at Guttenberg, who once gave vent to his disappointment in bewailings loud and long over the failure of such a coup that he had planned; “pulled him five times,” he exclaimed, “and now when we cut him loose, he's beaten; it's too bad, too bad.”

Mention has already been made of Mr. James G. K. Lawrence as one of the best handicappers known to the American turf. He was among those New Yorkers who became interested in racing soon after the Civil War, and was President of the Coney Island Jockey Club. Up to the time of his death in 1895, he maintained a prominent position in connection with the turf, particularly of the East. He belonged to one of the oldest and most aristocratic families identified with the history of New York from the earliest colonial days. His father was Governor William B. Lawrence, of Rhode Island, and Mr. Isaac Lawrence, the well known public man, was his brother. In early life he was distinguished as a gentleman rider, and achieved fame by beating the

famous English cross country rider, Lord Mandeville. Finally, becoming deeply interested in the turf, he was the junior partner in the firm of Coffin & Lawrence, and then was the confederate of Mr. George L. Lorillard. After severing his connection with Mr. Lorillard, when that gentleman decided to carry on his turf ventures independently, Mr. Lawrence was identified with the Shrewsbury Stable. He owned Shylock by Lexington out of Edith, and with him won a number of good races, among the best victories of that horse being the defeat of Asteroid at $1\frac{1}{2}$ miles, and the winning of the Westchester Cup, $2\frac{1}{4}$ miles, at Jerome Park, in 1874, when he beat Wanderer, Lizzie Lucas and others.

In 1879, Mr. Lawrence became secretary of the Coney Island Jockey Club, and it has been well said of him that "there is no doubt that much of the success which followed the establishment of racing at Sheepshead Bay was due to him." Upon the death of Mr. Leonard W. Jerome in 1890, he became President of the Coney Island Jockey Club. During his official career he introduced many new features in the annual racing meetings that conduced much to the popularity of the Sheepshead Bay Course. He was the first to put on the card the two-year old handicap, and also originated the famous Suburban in 1884. His purpose was to arrange a race similar to the English City and Suburban that should attract the best handicap horses and be a stimulus to winter betting. From the start the Suburban fulfilled all his expectations, becoming one of the great ante-post betting events known to the American turf, and has now attained to a position unrivaled by any other racing event of the season. To him is also due the establishment of the Futurity, similar to the Futurity events in England, and he was also the author of the Realization, which he started in 1889. As a racing official, he was one of the best in the country, combining, with a complete knowledge of the thoroughbred and the details of track management, an enthusiasm, independence and honesty that accomplished the best results.

Another handicapper, who was particularly distinguished in the generation that has just passed away, was Captain J. H. Coster. Associated with Messrs. John C. Stevens, Robert Cambridge Livingston, John King and other well known New Yorkers in an unselfish devotion to the turf back in the fifties, Captain Coster at the time of his death, in 1895, was one of the last connecting links between this generation of racing men and that which had gone before. When Messrs. Stevens, Livingston and others abandoned the turf on account of the evil condition into which it had fallen in the decade preceding the war, Captain Coster still maintained his interest in it and kept in touch with the institution until its brighter days came in the seventies and eighties. When a young man he was a well known amateur rider and

was secretary of the American Jockey Club and the Monmouth Park Association during the last years of the existence of those bodies. During the Civil War, he served in the Union Army. It was a singular coincidence that upon the day of his funeral also occurred the funerals of two other well-known and popular gentlemen who had long been connected with the turf. These were Dr. Gideon L. Knapp, whose death occurred upon the same day as that of Captain Coster, and Mr. Robert Cambridge Livingston, who although, in his latter years, he had entirely retired from participation in turf affairs, was a useful and working member of the executive committee of the Coney Island Jockey Club when that organization first started and contributed much to placing the club in a firm position with the racing fraternity of the country.

Captain Coster was a firm believer in the "ladder" system of handicapping. When he was handicapper for Monmouth Park the results that he brought forth through his original method were sometimes astounding. One of his practices was to add five pounds to a horse for winning a race and take off five pounds for losing. The story is told that a facetious owner once erected a monument over the grave of one of his thoroughbreds and inscribed upon the front of the pedestal, "He carried top weight in Coster's handicap and won."

You can trust the trainers to quickly discover the failings of a handicapper, starter or judge, and Captain Coster was often the victim of their cunningness. In his latter days the good old Captain lost something of his shrewdness and became rather prejudiced. Taking advantage of this peculiarity the trainers adopted a very simple method of engineering a heavy weight on a horse which they feared. Accidentally coming together within hearing of the handicapper, they would talk in a mysterious way about the great work of this horse, what he had done upon his trials and how sure he was to beat anything on the track if only it was possible to keep information from the handicapper about his splendid form. A sudden surprise at discovering Captain Coster within hearing distance of their whispered conversation would break up the meeting, while the unsuspecting old Captain would promptly add ten or fifteen pounds to the weight that he had already fixed for this particular horse.

Down to 1894, the general management of racing affairs upon the important courses in the vicinity of New York had been for many years delegated by the several associations to a Board of Control. This arrangement offered in many respects an agreeable solution of some of the difficult problems that attended the harmonizing of the conflicting interests of the different facts, and at the same time reformed, or at least restricted some of the evils which inevitably thrust themselves upon the

race course. It was not, however, an ideal arrangement, being found to be defective at some important points. The several associations who had organized this Board of Control and subjected themselves to its authority, were not always satisfied with its decisions, and ultimately there came about a great deal of clashing and some ill feeling. Moreover, the ever returning abuses showed themselves constantly and grew so steadily in strength that ultimately the Board of Control found itself powerless to destroy them.

In the summer of 1893 particularly, racing in the vicinity of New York was decidedly overrun. The rich returns that the turf offered to owners had proved very alluring to many individuals of a speculative turn of mind, and, in New Jersey in particular, race courses had multiplied until they practically exceeded the demand of the race loving public. Many of them inevitably became of questionable character, and the free and easy manner in which they were conducted reflected indirectly even upon honest racing. It was plain to be seen that the public which heretofore had followed racing with more or less enthusiasm was losing its interest in the sport. Even at Sheepshead Bay the attendance in the summer of 1893 was largely reduced, a condition of things that was the direct result of the disrepute into which racing had fallen on account of the evil practices that had attached to it elsewhere. That year the Coney Island Jockey Club was \$60,000 out of pocket.

Incidents connected with the Monmouth Park Association management that season aggravated the situation, and these have not yet passed out of the remembrance of turfmen. The prolongation of the racing season at Monmouth, by giving a twenty-six days' meeting in August, interfered seriously with the other associations that were members of the Board of Control and caused a great deal of ill feeling. Practices in relation to handicaps and betting were tolerated there that brought discredit to the cause of racing. In the free criticism which was made upon the transactions of the Monmouth Course, the stewards of the Association became resentful and ruled off two prominent turf writers from the grounds. The Coney Island Jockey Club was asked to support this action of Monmouth Park, but declined to do so and took sharp issue with the managers of the New Jersey Course. Mr. J. G. K. Lawrence, who was then president of the club and its representative upon the Board of Control, resigned from the latter body. As a result, whatever power had heretofore rested in this board, was seriously weakened; it lost prestige and influence and racing was in a fair way to fall back into a state of indiscriminate irresponsibility.

Recognizing that the condition of affairs then existing carried the seeds of the destruction of the turf, some of the leading horsemen of New York and vicinity held re-

peated conferences during the late winter of 1893 and discussed various measures for relief. As a first proposition it was admitted that many impurities had become attached to the turf, and that there was a great deal of bad racing, and it was also felt that the difficulties that lay in the way of reform were largely owing to the racing associations themselves. As one of the most outspoken supporters of the New York turf, at that time, said in speaking of the subject: "One of the primary troubles is an outgrowth of the methods by which racing associations obtain their revenues. They demand from bookmakers \$100 a day each. Upon those days when large stakes are to be decided, there are probably an average of 120 bookmakers in the ring, who, altogether, are compelled to pay for the privilege \$12,000. Their other expenses, hire of clerks, etc., generally swell that amount by half as much more. Now, in order to get back their money and make their business a paying venture, many of them are almost obliged to resort to dishonest practices. Thus the associations have placed them in a position which puts a premium upon crookedness. Not all of them are thus inclined, but the weakest of them will naturally take every possible chance to reap gains. As a logical result trainers and jockeys are debauched and racing is not racing at all."

While the point touched upon in this opinion did not, by any manner of means, cover the whole case, yet it was regarded as fairly describing one of the greatest evils of the day that was really the root of a good part of the trouble in which the associations found themselves, and of the criticism to which they were subjected by the public.

Messrs. James R. Keene, J. H. Bradford and John Hunter were among the earliest to institute active measures looking toward the ultimate achievement of the reform which all agreed was an imperative necessity of the situation. It was decided by these gentlemen and others with whom they conferred that the new movement should emanate from people who were most vitally interested in racing, that is, the owners of horses. At a meeting called by Mr. Keene the plan was fully explained and was received with hearty approval. Prolonged discussion of details followed and lasted well through the winter. Finally, several committees were appointed from the different organizations whose cooperation was sought for. Messrs. John Hunter, August Belmont and James Galway represented the Board of Control. Dr. Gideon L. Knapp and Messrs. James R. Keene, W. P. Thompson and Perry Belmont represented the horse owners. Messrs. J. G. K. Lawrence, John G. Heckscher and F. Gray Griswold represented the Coney Island Jockey Club and Mr. P. J. Dwyer represented the Brooklyn Jockey Club.

During the winter the committees held frequent ses-

sions and gave much time and labor to the consideration of the subject. At last agreement was reached upon the point of organizing a Jockey Club as the most practical means of accomplishing the much-desired reform. To add strength to the proposed organization, careful thought was given to plans to secure alike the confidence and the support of the owners of grounds on which races were run and the owners of horses which participated in the races. It was recognized that the existing state of things could not last forever and it was believed that such an organization as was contemplated in The Jockey Club might make a very distinct impression upon associations and compel them to modify in some way the method of obtaining revenue for the track and also be influential in many other matters that were necessary for the complete purification of the turf. As Mr. James R. Keene said, at the time, in discussing the situation and the causes that led to establishing The Jockey Club, "the thing to do is to clean up the turf, make it decent and re-establish public confidence in it."

The rules governing the English turf were practically adopted and the new Jockey Club received its charter early in 1894, entering upon its work in the spring of that year. Its incorporators were Messrs. Perry Belmont, W. P. Thompson, James R. Keene, Oliver H. Payne, William C. Whitney, Frank K. Sturgis, J. B. Haggin, John Hunter, Andrew J. Cassatt, Gideon L. Knapp and James Galway. The first president was Mr. John Hunter and the other officers were Mr. James R. Keene, vice-president; Mr. F. K. Sturgis, secretary and treasurer, and Mr. E. O. Hanlan, assistant secretary. Stewards were elected, those for two years being Messrs. August Belmont, John Hunter, James R. Keene, and Frank K. Sturgis, and those for one year Messrs. J. O. Donner, Gideon L. Knapp and William P. Thompson. The membership of the club was limited to fifty, and among the original members were Messrs. A. J. Cassatt, Gideon L. Knapp, William H. Forbes, James R. Keene, Augustus Clason, P. J. Dwyer, J. O. Donner, Edward Kelly, John Hunter, O. H. Payne, A. F. Walcott, E. S. Knapp, W. Seward Webb, J. B. Haggin, Rudolph Ellis, Perry Belmont, James Galway, F. K. Sturgis, W. C. Whitney, S. S. Brown, August Belmont, A. H. Morris, W. K. Vanderbilt, J. G. K. Lawrence, J. G. Heckscher, George Peabody Wetmore and W. P. Thompson. To these were subsequently added Messrs. Foxhall P. Keene, Oliver H. P. Belmont, Benjamin F. Tracy, John M. Bowers, Samuel S. Howland, James O. Green, Jacob Ruppert, Jr., W. S. Johnson, J. Pierpont Morgan and others.

Opposition to the plans of The Jockey Club were not altogether absent, and some very reputable and influential turfmen were inclined to regard with doubt the propriety of this assumption of authority over the race

track. The point was made that it might be a very unwise thing to allow any outside organization to thus dictate to the different associations how they should conduct their affairs. Ultimately, however, all came to the conclusion that the plan probably offered the most likely means of destroying evils which were now everywhere recognized. The Jockey Club finally entered upon its work with the cordial support of all the leading turfmen and approved by whoever had the best interests of racing at heart. It proceeded in a practical way to draw up revised rules for the government of racing upon the courses that recognized its authority, to institute many reforms, especially as pertained to racing and betting and to fix upon measures for the enforcement of discipline more vigorously than had been for some time before known. The rules related particularly to the recognition of meetings, the forfeit list, fraudulent practices, jockeys, duties of stewards and other officials and the registration of horses and entries of starters.

An arrangement was consummated with the American Turf Congress by which reciprocal relations between the two associations was assured, so that punishments inflicted by The Jockey Club in the East should be recognized and made to apply upon the courses of the West that came under the jurisdiction of the Turf Congress. New rules were also drawn up, so as to do away with the winter racing that had been such a source of annoyance and discredit to the turf of the North and a hindrance to the prosperity of the South. By this arrangement winter racing was calculated to be confined to their natural localities, the South and California. Particular strength lay in the powers of the stewards, to whom were delegated the right of appointing racing officials and of enforcing and collecting forfeits, and who also were constituted a Board of Appeal. The officials appointed by the club for its first year were: Mr. James G. Rowe, starter; Mr. R. W. Simmons, presiding judge; Messrs. Victor C. Smith and C. McDowell, judges; Mr. C. J. Fitzgerald, clerk of scales; Mr. W. S. Vosburgh, handicapper; Mr. John Hoey, patrol judge, and Mr. F. M. Hall, starting judge.

From the very outset The Jockey Club fully justified the highest expectations that had been formed concerning it. The powers that were delegated to it by the Eastern horsemen were exercised in a conservative manner that ultimately redounded to the benefit of both horsemen and racing associations, and that spoke volumes for the wisdom and disinterested spirit of the gentlemen who had thus come forward and given their time to the rescue of the sport. During the first season of its existence the club did so much to elevate racing, and its aims and purposes were so palpably in the right direction, that criticism was almost entirely disarmed. What little objection had existed at the outset in certain

quarters completely disappeared. It was generally felt that at last affairs in New York were in the hands of gentlemen of standing and responsibility, who could safely be trusted to jealously guard the good name and the reputation of the turf. A year later, when new legislation particularly pertaining to betting upon races was placed upon the statute book, the powers of The Jockey Club were enlarged and its capacity for usefulness further augmented.

During the five years that it has been in existence, the club has practically revolutionized the conduct of racing upon the courses of the East, and has succeeded in placing the turf upon a substantial foundation and identifying it in the public eye solely with honorable practices and business-like methods. By its supervision of jockeys and trainers it has done a great work, not alone in the East but also in the West, where its influence, if not its authority, is fully recognized. Many important cases have come before it for adjudication, and its decisions have invariably been characterized by wisdom and a devotion to the best interests of the turf without regard to personal considerations of any character whatsoever.

That supervision of the nature undertaken by The Jockey Club was absolutely needed scarcely required demonstration, it was so plainly obvious. An additional proof of the necessity of the work and of the wisdom that placed it in the hands of those who have carried it out, was apparent in the successful operation of the reforms that were instituted. Historians of the future will undoubtedly recognize The Jockey Club as the most potent influence in advancing the cause of racing that has ever existed in the United States down to the present time. It is not beyond the range of possibility that the club may ultimately become to the American turf what The Jockey Club of England is to the turf of that country. That an organization formed upon these lines and engaging the services of the leading turfmen of the country must be useful beyond measure and instrumental in lifting the turf to a position of standing, influence and permanency, such as it has never enjoyed before, will scarcely be questioned by anyone familiar with the situation and with the success that has crowned the administration of this Jockey Club. Beginning the fifth year of its existence in 1898, the officers of The Jockey Club were Mr. August Belmont, chairman; Mr. James R. Keene, vice-chairman; Mr. F. K. Sturgis, secretary and treasurer; Mr. F. O. Hanlon, assistant secretary; Messrs. August Belmont, J. H. Bradford, F. R. Hitchcock, James R. Keene, Andrew Miller, F. K. Sturgis and James Galway, stewards, and Mr. Walter S. Vosburgh, racing secretary.

Every true friend of the turf recognizes the incalculable benefit that the institution derives from a favorable public estimation that is stimulated by the presence in its inmost

counsels of what may be termed a disinterested element composed of gentlemen to whom the sport is absolutely a matter of pleasure and not a money-making business. The great racing associations of this country and the bodies which virtually legislate for the American turf have ever been fortunate in this respect. They enjoy the active participation of a small, but very influential array of sportsmen prominent in the business and social world, whose interest in racing is altogether of the nature just referred to, and whose presence is a guarantee to the public at large of the fairness and unbiased character of the decisions in regard to general policy or matters of detail that are necessary from time to time in the government of the sport. The English turf, which serves as the example to the whole racing world, owes much of its popularity to the well-known fact that such an element has always been conspicuous in connection with its affairs.

Following in the footsteps of the Old World in this respect, the leaders of our own racing community have done wisely in seeking the co-operation of men of the same calibre here, who, while not directly interested as owners of horses, are, nevertheless, distinguished by a devotion to the sport and whose self-sacrificing spirit impels them to contribute no small measure of time and labor to duties in this connection which could not well be committed to other hands. The Jockey Club has been especially happy in having been able to enlist from the outset the services of gentlemen of this character. A good beginning was made by placing in official position those in whom the general public had the fullest confidence, and upon whom all racing interests were satisfied to depend with the fullest assurance that nothing, which, through knowledge of the turf, conscientious devotion to its affairs and careful foresight could formulate to the advantage of all concerned, would be left undone. That the results have fully justified all expectations, does not any longer admit of even the slightest doubt.

Upon the resignation of Mr. John Hunter, as the first Chairman of the Board of Stewards, and from his active participation in the affairs of the organization, he was succeeded by Mr. August Belmont, under whose administration the club has attained to a success and an influence far beyond even that which was hoped for by most enthusiastic friends at its inception. Mr. Belmont belongs to a family whose name will stand as high as any in the racing annals of the United States. His father, as we have had occasion to demonstrate elsewhere, did as much as any other single individual to place the American turf of contemporaneous times upon a firm foundation. The second Mr. August Belmont has succeeded his father as a prominent figure in the commercial, social and turf life of the present day. It is unnecessary to dwell at length upon his career.

THE AMERICAN TURF

He was born in New York, in 1854, and was prepared for college at the Rectory School, at Hamden, Conn., and at Philips Exeter Academy. Being graduated from Harvard College, in the class of 1874, he entered the banking house of his father in the same year and was made a partner in 1885. Upon the death of his father, in 1890, he became the head of the establishment with which the Belmont name has been so long identified. The part he has played in the financial world and the eminent services he has rendered to the Government and the commercial community are part of the contemporary history of our country. As a financier he has long held pre-eminent position and has a reputation that is not limited by the confines of his native land. He has been engaged in large monetary operations, and on occasions has been of material assistance to the United States Government in carrying out financial transactions of the greatest importance to the welfare of the national treasury.

Inheriting his father's love of racing and breeding, Mr. Belmont had the confidence of his parent during the latter's career on the turf, and was fully acquainted with his theories and plans. As the proprietor of the Blemton stable, and later under his own name, he has become as conspicuous upon the turf as was his father before him. His fame as a successful owner and a sportsman of the foremost class does not obscure the fact that he has also inherited his father's eminent position in affairs relating to the administration and legislation of the turf. In fact, the commanding influence attached to the distinguished name that he bears in connection with the sport has increased each year that he

has given attention to racing matters. Not alone as Chairman of The Jockey Club has he been prominent, but his position in connection with racing was officially recognized in his appointment by Governor Levi P. Morton as chairman of the State Racing Commission of New York, an organization for the promotion of turf interests, to which more power and influence for good attaches than to any other ever known in this country.

Mr. Belmont's record as Chairman of The Jockey Club has excited the admiration of his associates and received the commendation of the turf world generally. He has developed exceptional talent in the management of turf affairs and it has been well said of him by one who is most familiar with what he has done, that "He is more than his father's son, and the club could not have had a better or safer leader. He impresses one as not looking for a personal advantage, but as working for the general good. He is a born diplomat and has the faculty of conciliating conflicting interests, talking with people and winning them over by argument and suggestion and a frank exhibition of true sincerity."

An interview with one of the officials of The Jockey Club, published in 1896, related in detail some incidents in his career that



AUGUST BELMONT
CHAIRMAN, THE JOCKEY CLUB

illustrated his remarkable faculty of meeting threatening issues. It appears that during the previous summer the atmosphere was full of evil and scandalous reports concerning turf matters. The stewards of The Jockey Club had worked hard to get some tangible evidence of fraud, but had accumulated only a mass of report based upon tattle and hearsay. Returning from Europe while the matter was still at fever heat, Mr.

Belmont sent at once for the newspaper representatives and pointed out to them the harm that they were doing by accepting idle rumor for facts. He also conferred with certain owners and trainers and convinced them of their suicidal policy in circulating reports not based upon facts, and in doing things that might give rise to suspicion. The interview, the substance of which has just been given, went on to say that from that moment the atmosphere changed, the press began to help the stewards in their efforts to stamp out rascality, and trainers, jockeys and owners bent their best energies in getting their horses to the front. Confidence was thus re-established, and since that time nothing has occurred again to undermine it or give the public any apprehension concerning the honesty of the race course. The work which Mr. Belmont did at this juncture was of more than ordinary importance, but it is only a single example out of many that might be cited to show the perfect hold which he has upon all turf affairs and the genuine diplomatic ability with which he handles the work which falls to his share to do.

No name has been more conspicuously identified with the American turf of modern times than that of Mr. James R. Keene, Vice-Chairman of the Jockey Club. A native of England, he has, nevertheless, been so long connected with business interests in America, and has shown himself so thoroughly in sympathy with all American institutions that the fact of his having been born in England is probably unknown to most people. In fact, he came to this country at such an early age—when he was only fourteen years old—that his education and subsequent business training were thoroughly American. He was born in England, in 1838, the son of a London merchant, and received his early education in Lincolnshire and in Dublin, Ireland. His parents came to the United States in 1852, bringing him with them, and settled in the northern part of the State of California. There, at an early age, he entered upon business life with energy and ambition and proceeded

to carve his own way in the world. For several years he was engaged in mining and other allied business pursuits, and also edited a newspaper. Afterward he became interested in mining properties in Nevada, and then, going to San Francisco, entered the stock market, where he soon acquired a moderate fortune.

Having a natural talent for speculation, he thenceforth devoted himself to that pursuit, and was rapidly successful in spite of occasional reverses. Becoming a member of the Stock Exchange of San Francisco, he was subsequently elected its president, and when the Bank of California failed he was able to be one of the four contributors of a million dollars to the guarantee fund necessary to save that institution from ruin. Leaving California in 1877, he engaged, for a short time, in stock speculation in New York and then visited Europe. Upon his return from the Old World he settled in New York City, where he has since been a resident and has been frequently engaged in large financial operations. He has been one of the most conspicuous figures in the financial world of the metropolis for nearly twenty years, and has also occupied a considerable place in social affairs. He is a man of large fortune and has done as much as any other single individual to stimulate Wall Street in these later days.

Like so many other gentlemen of wealth who have added distinction to the Northern turf in this



JAMES R. KEENE
VICE-CHAIRMAN, THE JOCKEY CLUB

latter part of the nineteenth century, Mr. Keene has had a notable turf career. There are few, if any, American horsemen who have ever surpassed him in devotion to racing interests, in liberality of expenditures and in brilliancy of achievements. His name is known in this connection throughout two continents, and the horses that he has owned have often carried his colors to renown. Had he never owned any other thoroughbreds than Foxhall and Domino, his name would be emblazoned upon the pages of American turf history in letters that can never fade. He was one of the first horsemen to recognize, in the early nineties, the imperative demand for a reform in turf matters. As early as 1893, he began to agitate the sub-

ject and tried to impress his fellow-turfmen with what he regarded as the urgency of the situation. He insisted that what was first necessary was to establish a central authority for the government of racing on broader lines than those on which the Board of Control, which was then in existence, was built.

He made a study of the English system of turf government, and he was satisfied that it was the best that could be devised, because it embodied the experience and views of the ablest men in that country, where racing is an old institution and the rules the outgrowth of long experience. In the subsequent discussions of this subject between representatives of the Board of Control, the horse owners and the several jockey clubs, Mr. Keene was particularly active and influential, and it is in no small measure due to him that the different elements were ultimately brought to the point of realizing the necessity of carrying out some such plans as he had formulated. Finally came the incorporation of The Jockey Club, of which he was elected vice-chairman, a position that he has ever since retained. He has been one of the working members of the Board of Stewards, and by his thorough knowledge of turf rules and the practices of racing in this country and in Europe, and his keen sympathy both for horse owners on the one side and the gentlemen who are the substantial supporters of racing, he has exercised a strong and healthful influence.

In many years Mr. Keene had associated with him his son, Mr. Foxhall P. Keene, who is scarcely less well known than his father in the racing world. The Keene Stable has been as distinguished as any other in the United States, and its victories have often been of the most notable character. In 1893, for example, the year of the wonderful performances of the invincible Domino, the stable stood at the head of the list of winners for the season. Its winnings in stakes and purses ran up to \$279,458, an amount that was unprecedented in the history of the American turf as the result of the work of a single stable in one year. Besides Domino, El Telegrafo by Tremont out of Marguerite, Hornpipe by Mr. Pickwick out of Round Dance, and St. Leonards by St. Blaise out of Bella Donna, were the principal members of the stable, which also included Hyderabad by Hyder Ali out of Glorianne, Chorister by Falsetto out of Addie C., Lidgerwood by Luke Blackburn out of Tuscarora, Soprano by Falsetto out of Lady Athol, and ten others. The total number of races run by the stable was 135, of which 35 were won. Domino won all the races in which he was entered, nine in number, and carried off \$191,780.

The record of this particular year has been given, not alone on account of its extraordinary character, but also as illustrating the magnitude of Mr. Keene's turf interests and the exceptional high position that he holds among

turfmen of this generation by virtue of his enterprise and the well deserved success that has so generally crowned his efforts. Mr. Keene's career on the turf has been practically divided into two periods, the one distinguished by the achievements of Foxhall and the other by the performances of Domino. For several years after Foxhall's great campaign in England, his owner still continued to show his colors at many race meetings; but, after a time, he dropped out of the field. His retirement was only temporary, however, for early in the nineties he began the organization of another stable and took up his old interest in the turf.

This was just at that critical time, when, as we have seen, racing affairs were in an unfortunate condition and were imperatively in need of the good will and the wise judgment of as many honorable sportsmen like Mr. Keene, as could be drawn to its support. As has been clearly demonstrated, his return to the turf was greatly to the advantage of racing matters from every point of view. He has been among the most generous purchasers of thoroughbred stock that this country has ever known, and the success of his horses has often been of such a brilliant character as to excite the liveliest enthusiasm, not alone of the general public, but also of racing men. That added to the great value of his services in the purification of the turf in this period, has made him undoubtedly one of the most important factors in stimulating honorable racing and in encouraging breeding that the present generation has known.

Not to content himself with activity in this country alone, he has, since his last return to the turf, carried his colors again to England, the scene of his earlier triumphs. There in recent years he has been represented by many high class blood horses. His victories in the Foxhall year, however, have not since been approached, and his later career in England has been somewhat less sensationally notable than that of some of the more recent Americans. It has, however, been marked by an unswerving devotion to sporting of the highest character and to American standards. He has always had a truly representative American stable in England, and there have been few years when the entries for the important events of the English turf have not included his name,

For example, in 1895, he had entered for the Cesarewitch, Hornpipe and Round Dance, and for the Cambridgeshire, Hornpipe and that beloved and regretted wonder, Domino. Although only a few runners carried his colors in 1897, the form which they exhibited was fine enough to encourage such an energetic and far-seeing turfman to strengthen his forces abroad by the shipment of several fleet racers for ensuing years. In many instances of late, fortune has been more harshly unkind to him than those who have followed his career with interest could wish. In 1897, he was specially unfortu-

nate in losing the Cambridgeshire by a head, through the carelessness of the jockey, who rode his big colt, St. Cloud, a misfortune that was a source of great regret, not only among Americans, but even among English turfmen who have cordially recognized his sportsmanship and enterprise.

In a social and business sense, Mr. Frank K. Sturgis, Secretary and Treasurer of The Jockey Club, is one of the best known and most highly respected citizens of New York, and also holds an enviable position in the estimation of the racing public. A native of New York City, he is an example of the best type of energetic, patriotic citizens of the metropolis. Now a little more than fifty years of age, he has been identified with financial affairs throughout his entire life, and has a reputation as a financier second to none of his time. As a member of the banking house of Strong, Sturgis & Co., he has long been an important factor in Wall Street, and the highest honors in financial circles in New York have from time to time been bestowed upon him. In 1892, and again in 1893, he was elected President of the New York Stock Exchange, and in that position achieved much more than local reputation in the financial world. Mr. Sturgis is pre-eminently one of those gentlemen who dignify wealth and social position. He has displayed an active interest in the social and benevolent institutions of the metropolis, and has been conspicuous in many of the leading activities of the city outside of the purely business world.

As an incident in his busy and successful life, his devotion to horses and racing has been of a genuine character, and none of his associates have surpassed him in the energetic and disinterested service he has given to the promotion of the turf. Upon the organization of The Jockey Club in 1894, he was selected by his

associates to be a member of the Board of Stewards and Secretary and Treasurer, and in that position he has been both active and influential to an exceptional degree, bringing to his work, as a racing official, the same combination of executive ability and of capacity to command respect and co-operation that have marked his career in other respects. His conspicuous services to The Jockey Club have fully demonstrated the soundness of judgment of his associates who selected him for that position. The office is one of exceptional responsibility and labor, and Mr. Sturgis assumed it much against his inclination,

and only upon the strenuous insistence of his friends that he was peculiarly fitted for it and that the best interests of the turf demanded that he should make this sacrifice of his personal wishes. He found the work incidental to the position not without its agreeable features, and has executed its duties with marked success, while the opportunity thus afforded him to labor for the real welfare of the turf is one that has been a source of considerable satisfaction to him.

While Mr. Sturgis' interest in racing has been mainly centred in the responsible and dignified position that he occupies as Secretary and Treasurer of The Jockey Club, he has long been prominent in other bodies which are closely allied to the turf and which have done much to elevate the standard of horseflesh in America and to popularize the pursuit in connection with the horse.

Prominent and active in the organization of the Madison Square Garden Company, he became a member of the Board of Directors and its first President. The National Horse Show Association, of which he has been an officer, owes much of its success to his active efforts in its behalf and to his prominence in its counsels. He is also a governor of the Turf and Field Club and of the Westchester Racing Association. On the Board of



FRANK K. STURGIS
SECRETARY AND TREASURER, THE JOCKEY CLUB

Directors of the Westchester Association he holds a prominent place as the particular representative of those social elements that gave to the old Jerome Park that popularity and standing that was its peculiar distinction and that has been inherited by its successor.

In Mr. F. O. Hanlon, the Assistant Secretary of The Jockey Club, the organization has a thoroughly capable and energetic official. Much of the executive work falls to his share and his extensive acquaintance with racing men and familiarity with turf affairs generally has enabled him to contribute much to the general efficiency of the work done by the club.

Mr. John H. Bradford, one of the Stewards of The Jockey Club and Treasurer of the Coney Island Jockey Club, comes of an old Massachusetts family that has been established in that section since the earliest colonial days. He was born in England while his parents were traveling abroad, but that trifling circumstance has not been sufficient to make him otherwise than a sound patriotic American. His early years were passed in Boston, where he was brought up and educated under the most wholesome New England influences. His entire business life has been spent in New York, with whose business and social institutions he has long been completely identified. Interested in horses from his youth, he has been an owner almost from the time of his earliest remembrance. At one period of his life he paid a great deal of attention to the trotter and maintained a private breeding establishment for horses of that family and for roadsters. For more than twenty-five years however, the running horse has commanded his attention and enlisted his active labors in promotion of its

interests. His business called him several times a year to Cincinnati in the seventies, and while there it was the most natural thing in the world that he should take advantage of his opportunities to pay many visits to Kentucky, the Mecca of all good American horsemen. Thus, he became intimately acquainted with General Breckenridge and other noted turfmen of that section, and had his attention particularly called to the thoroughbred to which Kentucky has always been devoted. Thus began his first interest in the running horse that he has maintained ever since, finding it year after year a constantly increasing source of pleasure.

Soon his interest in the blood horse overshadowed that which he had hitherto felt in the trotter and developed to such an extent that he became an important factor in racing affairs in the East. In the early years at Jerome Park he was associated with Mr. Leonard Jerome and other leading turfmen of that period and became identified with the running turf in an active and practical manner. Since that time he has been foremost in the direction of Eastern turf affairs and has an enviable reputation for the completeness and soundness of his knowledge of the thoroughbred and of the practical details of racing. For a period of ten years he



JOHN H. BRADFORD
STEWARDS, THE JOCKEY CLUB

was presiding judge of the Coney Island Jockey Club. That was at a time when the judges gave their services as a labor of love, being actuated wholly by their unselfish interest in the sport. Salaried judges were not then thought of as necessary or even a desirable adjunct to race meetings.

In 1884, Mr. Bradford became Treasurer of the Coney Island Jockey Club and has held that position continuously

ever since. As a Steward of The Jockey Club he has been one of the hardest working members of that board, and one upon whose judgment and practical knowledge great dependence is placed. He is a profound believer in the great future of the American turf, and is confident that the reforms that have been instituted in its management in recent years have laid the foundation for a success that is likely to surpass anything that has ever been seen in this country at any time in the past. He believes that we may look more and more for favorable legislation throughout the country that will advance the cause of racing and stimulate breeding interests, and is confident that ultimately the central racing authority that has been established under charter from the State of New York will make its power felt in the West, even as it is now paramount in the East. Other reforms are warmly advocated by him as means toward the general promotion of the general welfare of the turf. He believes that the raising of weights which will permit competent jockeys to remain longer in the saddle, will improve the quality of racing, and hopes ultimately to see all barriers done away with at the starting post, so that flying, not standing, starts will prevail.

Mr. Francis R. Hitchcock, Steward of the Jockey Club, belongs to one of the leading families of New York and is descended from Matthias Hitchcock, who came from London to the Massachusetts Colony in 1635. The family is among the oldest in England, going back in its history to the time of William the Conqueror. In New England, descendants of the pioneer, Matthias Hitchcock, have, for more than two centuries and a half, been numbered among the leading and most influential people in the public, professional and social life of that section of the country. Mr. Thomas Hitchcock, the father of Mr. F. R. Hitchcock, has been well known in New York as a lawyer and, later in life, as a journalist and writer upon financial topics. Mr. F. R. Hitchcock, who is a native of New York City, has been thoroughly identified with the best social life of the metropolis in this generation. He is a graduate from Columbia University. For many years he has taken a very active and influential part in those sports that most attract the gentlemen of the period. Particularly interested in horsemanship, he is known as one of the best gentlemen riders in and about New York. His special distinction in this direction has been gained as Master of the Meadow Brook Hunt. His racing colors are all green, gold tassel. As a member of

the Board of Stewards of The Jockey Club his services have been of unquestioned value, alike by reason of his intimate knowledge of horses and racing methods and his abiding concern for the healthful future of racing.

One of the most constant attendants at the great race meetings in the vicinity of New York, Mr. Andrew Miller has a large personal popularity with all the various elements that make up the turf world. His position in this respect is the more notable and worthy of more than ordinary attention from the fact that he is universally recognized as a representative of the small, but influential body of sportsmen who follow the races from pure love of the horse, and for the delight that the sport affords them. In these days, when the business side of the turf has come into such remarkable prominence, and has at times threatened even to entirely dominate all racing affairs, the existence of disinterested sportsmen like Mr. Miller, who are true to the best traditions of the

old-time turf, is a saving force for which all true turfmen should be duly grateful. Without this element, whose interest in racing is unalloyed by pecuniary interests of any description whatsoever, the turf at the present day would be in an unenviable condition, and its prosperous and honorable future a matter of reasonable doubt.

Such gentlemen as Mr. Miller, who hold assured positions in the social, literary and business world, are now rendering the turf an incalculable service. Their presence in the counsels of turf organizations, as well as their patronage of the sport at the track, gives dignity to racing and contributes to its elevation in the estimation of the general public, and does much toward offsetting the unwarranted prejudice that still exists, even though now in a modified degree, in some quarters,

concerning racing affairs.

Mr. Miller's career has been more than ordinarily successful in all respects. Although a native of Canada, having been born in Hamilton, Ont., in February, 1857, he is as loyal an American and as thorough a believer in American institutions as he could be had he been born on this side of the line. His education was secured in Harvard University, from which institution he was graduated in the class of 1880. Early in life he manifested a decided inclination for literary pursuits and naturally determined to devote himself to letters. With this object in mind he engaged in newspaper pursuits after completing his college education, and, coming to New York, was for a number of years editorially con-



ANDREW MILLER
STEWARD, THE JOCKEY CLUB

nected with leading New York papers. After a time he established the weekly, known as *Life*, which under his direction has been wholly successful, both in an artistic and pecuniary sense and which, at the present time, ranks as one of the most influential periodicals devoted to social topics that is published in the English language.

Ownership of horses has never engaged the attention of Mr. Miller, nor has he been otherwise identified with the business side of the turf. While an admirer of the thoroughbred and an enthusiast over that animal's performances, his interest in the subject from the purely practical point of view has never led him to be anything more than an observer of breeding, owning, training and racing. Nevertheless, he has had a long and honorable connection with racing affairs and enjoys the personal friendship and confidence of all the prominent men engaged in the sport. His standing and influence is more recognized and his influence is more powerful from the very fact of the wholly disinterested attitude that he is able to maintain toward all racing affairs.

For these reasons he is held in specially high esteem by his associates, and has been frequently called upon to occupy positions of responsibility and prominence in connection with racing associations and in the management of tracks. For four years he served on the committee in charge of the Fleetwood Course and presided over that organization in 1895. He was one of the first members of The Jockey Club, joining that organization in the first year of its existence. During the last two years he has been one of its stewards. As a keen judge of horses, Mr. Miller has few superiors, for he has made a close study of the thoroughbred from the time of his first interest in the animal. He is a recognized authority upon the history and ethics of the turf.

Mr. James Galway represents on the Board of Stewards of The Jockey Club, in the fullest sense, the breeding and racing element that is at the foundation of all turf prosperity. He has long been well known upon all the leading race courses of the country, while his stable has been particularly conspicuous at the metropolitan meetings. He has given a lifetime to the study of the thoroughbred, and to the advancement of racing interests, and his black, yellow sleeves, cherry cap, has often been first by the post in many important events. In recent years he has been particularly identified with the turf as the Master of the Preakness Stud. This institution was first made famous by the late Mr. M. H. Sanford. When that gentleman abandoned racing in 1881 he sold the establishment to Mr. Galway, who, in the years that have since gone by, has not only maintained it in the high reputation that it had in the years of its earlier history, but has developed and improved it to a remarkable degree. Some of the great horses of the present generation have carried Mr. Galway's colors. A

complete list of them would be long and interesting and would include many notable names. We should recall Euclid by imported Glenelg out of The Nun; Buccaneer by imported Buckden out of Jenny McKinney; Macbeth by Macaroon out of Jersey Belle; Fon du Lac by Gleggarry out of Hop; Trombone by Great Tom out of Duet; Himalaya by Virgil out of Kentucky Belle; Hidalgo by King Alfonso out of Ultima, and a score or more of others famed in racing annals. Mr. Galway has brought to his position as a steward of The Jockey Club a wide and practical experience in everything that pertains to breeding and racing, and from that point of view, particularly, has rendered important service to the club in carrying out its ideas and to racing interests generally.

The Racing Secretary of The Jockey Club, Mr. Walter S. Vosburgh, has had a notable career as a racing official. Having served a long apprenticeship in journalism, he became well and favorably known in the newspaper world. As a writer upon turf subjects, he has not only been prolific, but his literary work has been of wholly admirable character. Few Americans of this generation have made a closer study of the thoroughbred, and his original investigations, particularly in the direction of pedigrees, and touching the potency of different equine families, have been of the most painstaking and valuable character. Some of the papers that he has written upon this particular subject have a value not surpassed by anything of like character that has ever been produced in this country or in England. As a handicapper, Mr. Vosburgh has long been credited with a skill second to no man connected with the American turf. He has always been one of the hardest working officials connected with the metropolitan race courses. When the Board of Control, that preceded The Jockey Club in the direction of metropolitan racing affairs, was in existence, he was its secretary. At the same time he did handicapping for the New York Jockey Club and the Monmouth Park Association. In all matters relating to handicapping and to turf law, he is an admitted authority.

No gentleman identified with racing in the North is more truly representative of all that is best in the life and history of the metropolis than Colonel Lawrence Kip. He is the prominent representative in his generation of a family whose record dates back to the earliest days of the settlement of New Amsterdam. Descended from a French knight of distinguished origin, his ancestor, Hendrick Hendrickzen Kip, came to the New World before 1643, and was one of the foremost men in the New Amsterdam colony. The descendants of this pioneer have in every generation since the arrival of their progenitor been pre-eminently distinguished in the social, business and civic life of the metropolis. They have been connected in marriage with many of the great

colonial families of New York, and among them have been men of distinction in every walk of public life. Without the Kips many pages of New York's history for two hundred and fifty years would be far less brilliant and important than they now are.

Colonel Kip has had a career eminently worthy of his ancestry. Son of the Right Reverend William Ingraham Kip, D.D., Bishop of California, he was educated for military life, being graduated from West Point in 1857, receiving his commission as Second Lieutenant of Artillery. During the Civil War he served as a member of the staff of General Philip Sheridan, and for gallantry at Five Forks in 1865 received the Brevet rank of Major and Lieutenant-Colonel. Resigning from the military service in 1867, he has since devoted himself to civic pursuits and to some extent has engaged in literary work, having published an account of his military experiences under the title of *Army Life on the Pacific*. He has been foremost in many of the great movements that have enlisted the attention of prominent New Yorkers for the advancement of the material, social and other interest of the municipality in the present generation, is particularly a leader in social circles and an influential adviser in the direction of the affairs of many of the institutions that are peculiar to New

York City. Always interested in horses, Colonel Kip has long been recognized as a high authority upon all matters pertaining to the running horse, the trotter and the roadster. He has been prominent among the most active supporters of the National Horse Show Association of which, for several years, he has been Vice-President. His exhibits at the horse show, year after year, have been

notable features of those occasions, and his horses have carried off many of the choicest prizes. For more than two decades he has maintained a deep and active interest in the running turf. His first definite association with racing affairs was in connection with Jerome Park in the lifetime of that grand old sportsman, Mr. Leonard W. Jerome. The active part that he then took in the management of racing served to increase his enthusiasm for the thoroughbred, and to lead him into more important relations with the turf.

In 1884, he became a member of the Coney Island Jockey Club, and the high reputation that he already enjoyed as a turfman was fully recognized by his associates by his election, shortly afterward, as a member of the Board of Directors. Within one short year thereafter his services were still further called for as a member of the Executive Committee, while two years later he was elected to be Vice-President of the club. This latter position he continued to hold until the death of the president of the club, Mr. James G. K. Lawrence, in 1895. He was then elected President, and since that time has continued to be the directing mind of the organization.

Much of the success of the Coney Island Jockey Club in these later years has been unquestionably due to Colonel Kip, who has proved himself to be a worthy successor of



LAWRENCE KIP
PRESIDENT, CONEY ISLAND JOCKEY CLUB

those notable turfmen, Mr. Lawrence and Mr. Leonard W. Jerome, who preceded him in its presidency. He has given unceasing attention to every phase of its affairs, and in this work has had the cordial co-operation of the other officers of the club, each of whom devotes many hours a day to the promotion of its interests. All the officers of the club are intimate per-

sonal friends of long standing, a state of affairs that, if not altogether unique in the history of racing, is at least not frequently met with. To this important fact is also to some extent undoubtedly due the success that has come to the club and the course. The officers all work in the greatest harmony in their various positions, and are unselfishly devoted to the proper management of the turf. Among them Colonel Kip is naturally recognized as leader, not only by virtue of his official position, but also by reason of his thorough mastery of all turf affairs and his ability in management and control, and in the solution of the many puzzling problems that daily arise in the administration of such an important institution. His success is especially seen in the high esteem in which the Coney Island Jockey Club is held by the public, and in the cordial relations which all the great turfmen of the country are glad to maintain toward it.

Mr. Cornelius Fellowes is a type of the gentlemen of Southern birth who, in these later years of the century, have become prime factors in the social and business life of New York. He is a native of Kentucky, having been born in Louisville in 1840. He came of one of the old Southern families, his father being William Fellowes, who was a native of New Pitt, North Carolina, where he was born in 1802. The parents of William Fellowes were Jonathan and Elizabeth Fellowes, both of whom were members of old North Carolina families. William Fellowes made his reputation as a merchant in the dry goods business in Louisville, Ky., having also a branch establishment in New Orleans. About 1846, he removed to New York City and engaged in business. Later in life he owned plantations and other property in various parts of the South

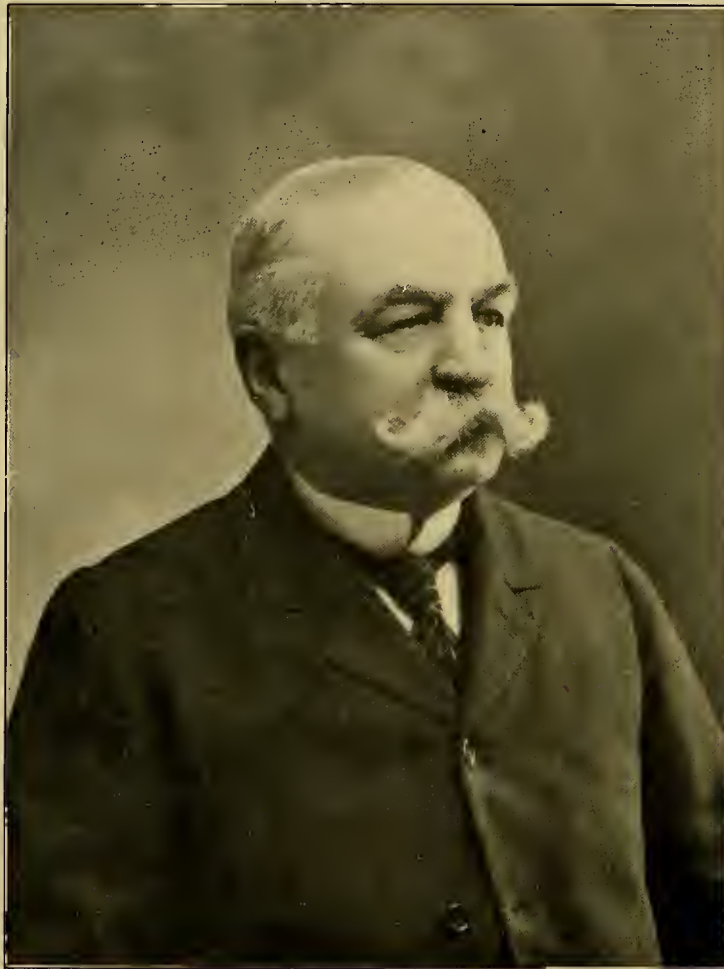
and was interested in mining enterprises and also in the Panama Railroad.

Brought to New York by his parents when he was a mere child, Mr. Cornelius Fellowes has been completely identified with the metropolis throughout his entire life. His alliance with turf affairs began with the formation of the Coney Island Jockey Club, of which he was one of the original members, and with which he has maintained an active connection ever since. He was the first Vice-President of the Club and held that position

continuously until 1890, when he succeeded to the Secretaryship, following Mr. J. G. K. Lawrence, who had been elected President. That position he has held down to the present time. His general interest in the horse also led him to active work in the organization of the National Horse Show Association, of which he is President. His connection with The Jockey Club and the Horse Show Association was due to his unswerving belief in the great future of the blood horse and of other equine families.

Believing that for the purpose of advancing the interests of breeding and improving and developing the character of the horse, organizations of the character of those just referred to, were capable of exercising a powerful influence, he has devoted much time and effort to

them. He regards both organizations as among the most important factors that we have ever had in this country in bringing about the much desired results at which they aimed. Especially the National Horse Show Association has had an influence of the most notable character, as is seen, not alone in the attention that is given to its annual exhibitions, both by the public and by newspapers, but also in the decided change in the character of horseflesh and in equip-



CORNELIUS FELLOWES
SECRETARY, CONEY ISLAND JOCKEY CLUB

ments and traps. Within the last few years the advance in these directions in all parts of the country has been especially notable, so much so, that our fashionable thoroughfares, especially in New York, can now show turnouts that in respect to horses and equipments are quite comparable with any that can be seen elsewhere in the world.

One of the notable army of American turfmen that performed such a great work for the cause of racing in the United States in the years immediately following the close of the Civil War, was Colonel M. Lewis Clark, of Kentucky. For more than a third of a century he has been one of the most conspicuous figures in American turf history. His career is worthy of particular attention for the reason that he entered upon the work of developing the turf at a time when and in a section of the country where the situation was very discouraging. While in the North racing had already revived and had entered upon a new life that was brilliant and full of promise, in the South, as we have had frequent occasions on other pages of this volume to point out, it still remained at a very low ebb. The three New York courses, Jerome Park, Saratoga and Monmouth, almost monopolized the racing of the country. With all due credit to the men of the North, who were the pioneers in this revival, it must be said

that they worked under conditions that were fairly favorable to carrying out the enterprise which they undertook. The wealthy men of the North had plenty of money with which to purchase thoroughbreds and to found such race courses as Jerome Park, Saratoga and Monmouth. They had, too, all the advantage that comes from co-operation of many men of similar minds and financial and social standing. It was the fashion to be interested in racing at that time in the North, and there was plenty of means to be secured for

the support of the institution, alike from patriotic turfmen and the outside public desirous of witnessing good sport.

In the South the situation was entirely reversed. There were only three important courses in that section, those at Lexington, Nashville and New Orleans. Such racing as was there conducted was very limited, while the added money to stakes and purses was small. The love of the thoroughbred had never died out in the South, yet it was now impossible for the people to give that attention to racing that had been characteristic of the section before the war. They had, for the moment, little means

and little disposition to indulge in the sport, and the few devoted turfmen who took upon themselves the work of reviving turf interests labored under most unpromising conditions. They were obliged to stand almost alone and with comparatively little of that social and financial encouragement that is essential to the prosperity of such an institution. It is, therefore, greatly to the credit of such men as Colonel Clark, and a few others who were associated with him, that they were able and willing to undertake this herculean task at a time when the future looked so dark, and that they succeeded so admirably in their purposes and in ultimately bringing forward the turf at the South to a position of such standing as that



M. LEWIS CLARK

which it now occupies. One of the most serious phases of the situation was the decreased demand for thoroughbreds and the consequent depression of the business upon which the breeders of Kentucky and Tennessee had for generations depended. Not only were sales comparatively few, but prices were correspondingly low, and some of the Southern breeders were even considering the advisability of going out of business entirely. The problem that confronted the breeding interests of the South was how to

create a new demand for the blood horse. This was no slight undertaking, and to bring about the desired change demanded a careful study of conditions of breeding and racing, not only in this country, but also abroad. Colonel Clark undertook this particular work. In the North he thoroughly familiarized himself with the situation and with the outlook for the future and then went to Europe. Remaining abroad for several years he made a careful study of the turf systems of England and France and of the causes that had led to their greatness. He enjoyed the intimate acquaintance of the leaders of the turf in England and France, receiving from them much valuable information and being materially assisted in his investigations. For some time he was the guest of the great Admiral Rous, "the father of English racing," and from him learned many things that were of subsequent value in carrying out plans for the rejuvenation of the turf in this country.

Returning home, Colonel Clark proceeded to interest the breeders of Kentucky, and with their co-operation organized a jockey club in Louisville, and brought about the establishment of stakes modeled after the classic events of the English turf. The Kentucky Derby was the first fruit of his plans, and in addition he originated and established the Kentucky Oaks, the Kentucky St. Leger, the Louisville Cup and many other stakes which have since become historic. One of these in particular was the Great American Stallion Stakes, where breeders were compelled to nominate the sires before their colts and fillies were eligible for entry. The Futurity of the Coney Island Jockey Club is similar to this stake, the nomination of the dam being required instead of the sire. The first president of the Louisville Jockey Club, Colonel Clark, more than any other one man established that organization firmly in the hearts of Western turfmen, and he has ever since been unceasing in his labors in the interest of the Western race courses.

For over twenty years Colonel Clark has acted as presiding judge in that part of the country. His first appearance in the grand stand at Louisville was upon the occasion of the first Kentucky Derby, in 1875, and he has kept his place there ever since. He has also presided over the racing meetings at Memphis, Nashville, Oakley, Dallas and the City of Mexico, and has been the presiding judge at the meetings of the Chicago Harlem Course. He is the author of many of the turf rules of the present day and founder of the first American Turf Congress that was organized to control the racing of the West. He is also to be credited with several important innovations in turf practice, being the maker of the first uniform scale of weights and the author of many notable reforms that have tended to the purification of the turf. As a judge, he has always had the reputation of being fearless and honest and actuated by an abiding sense of responsibility

to the public. Dishonest owners and turf speculators have never been able to cajole or deceive him, and his sound knowledge of the laws of the turf and his shrewdness in detecting trickery have been proverbial. Courageous, unprejudiced and absolutely impartial, he has made an enduring name for himself.

Probably no racing official now before the public is more widely known in his special functions than Mr. Joseph John Burke. As steward or presiding judge he has officiated at every centre of horse racing in the United States and Canada. Born at Portsmouth, Va., in 1853, Judge Burke is now in the prime of life, after twenty-five years of practical experience among all classes of racing men. His turf education was begun in the office of *The Spirit of the Times*, in 1870. Then Mr. Charles J. Foster was the turf editor of that journal, and there, and afterward on *The New York Sportsman*, it was Mr. Burke's good fortune to be intimately associated with Mr. Foster for many years. Largely through his connection with these turf publications Judge Burke became closely connected with the racing world, and has met and known nearly every prominent breeder and turfman who has bred and raised horses in this country.

As a racing official, Judge Burke has had a long, active and honorable career. He has served as presiding judge at the following race courses: At Washington Park, Chicago, five consecutive seasons, beginning with 1890; at St. Louis, four consecutive seasons; at Saratoga, three seasons; at Cincinnati, one season; at Buffalo (Fort Erie), one season; in California, two seasons; at Toronto, one season; at Hamilton, one season; at Niagara Falls, one season; at Washington, D. C., one season; at the North Hudson Driving Park, New Jersey, five seasons; at Providence, R. I., one season; at Boston, one season, and at Brighton Beach, five seasons. In 1895, Messrs. August Belmont, J. H. Bradford and P. J. Dwyer named him to be steward at the meetings of the Coney Island Jockey Club, the Brooklyn Jockey Club, the Brighton Beach Course and the Aqueduct Course.

In the discharge of his duties Judge Burke has been called upon to note and analyze the performances of most of the great horses of the present era. Jockeys of all degrees of merit have come before him for judicial examination, and owners of erratic performers have been called upon to explain the peculiarities of their horses. That he has been able to maintain his popularity with all classes of turfmen and at the same time give satisfaction to the public, is a complete demonstration of his remarkable fitness for the position that he has so long and so successfully held. As a judge of outward physical condition he probably has no superior; but it is only natural to expect this, perhaps, in a man who has had the superior advantage of looking on from a judicial throne at so many of the great equine struggles that have



WILLIAM K. VANDERBILT

VICE-PRESIDENT, CONEY ISLAND JOCKEY CLUB



JOHN G. HECKSCHER

VICE-PRESIDENT, CONEY ISLAND JOCKEY CLUB

glorified the American turf in a quarter of a century.

Mr. H. G. Crickmore has brought to his position as a racing official the experience of a lifetime spent in the study of horses. Although he has never been engaged in racing or breeding, there are few owners or breeders who have a more complete knowledge of the thoroughbred and his capabilities. For many years Mr. Crickmore was the turf editor of *The New York World*, and there gained a reputation as one of the best informed and most brilliant turf writers in the United States. He also started and for many years published *Krik's Guide*, which during its existence was the recognized authority relating to turf records, and is now regarded as an invaluable compendium of turf history for the period which it covered. In all matters pertaining to the turf history of the present quarter of a century Mr. Crickmore has long been considered a superior authority, and few men are more familiar with the earlier history of the turf in this country and England. He is now secretary of the Westchester Racing Association, and in that position finds congenial occupation in arranging and watching over the race meetings at Morris Park. In addition, he is the racing secretary of the National Steeplechase and Hunt Association. He is regarded as one of the most capable and most useful racing officials known to the Metropolitan turf.

Any consideration of the racing officials past and present, whose services have availed to advance and conserve the cause of racing, would be manifestly incomplete without some reference to the many gentlemen who have ably officiated at the important race meetings all over the country in the present time. A mere citation of the names of some of these leading officials in the year 1897, for example, will suffice to indicate the character of those in whose hands the welfare of the contemporaneous turf has been placed. The officials at the great courses in the vicinity of New York have become familiar to all metropolitan racing patrons. The Westchester Racing Association, with headquarters at Morris Park, in the year referred to was presided over by Messrs. August Belmont, James Galway and Andrew Miller, as stewards of the meeting. The clerk of the course was Mr. H. G. Crickmore, and the judges, Messrs. C. McDowell and R. W. Simmons. At the meetings of the Brooklyn Jockey Club, the Coney Island Jockey Club and the Brighton Beach Association, Messrs. Simmons and McDowell also officiated as judges.

The president of the Brooklyn Jockey Club was Mr. P. J. Dwyer, the secretary, Mr. H. D. McIntyre, and the stewards, Messrs. P. J. Dwyer, Andrew Miller and F. R. Hitchcock. The affairs of the Coney Island Jockey Club were ably directed by its president, Colonel Lawrence Kip, and its secretary, Mr. Cornelius Fellowes, while the stewards of the meeting were Messrs. J. H. Bradford, F.

R. Hitchcock and H. K. Knapp. The Brighton Beach Course was controlled by the Brighton Beach Racing Association, of which Mr. William A. Engeman is president and Mr. Charles V. Sass, secretary. The stewards of the meeting were Messrs. C. McDowell, W. A. Engeman and Sheridan Clark, and the judges Messrs. R. W. Simmons and W. C. Cozier. Racing at the Aqueduct Course was controlled by the Queens County Jockey Club, with Mr. Thomas D. Reilly, president, and Fred Rehberger, secretary. The stewards of the meeting were Clarence McDowell and Thomas D. Reilly, and the judge William C. Cozier. Mr. Edward Kearney, president, and Mr. B. A. Chilton, secretary, of the Saratoga Association, are well known to all members of the racing fraternity in every part of the United States. The stewards of the Saratoga Meeting were Messrs. W. S. Vosburgh and M. N. Nolan, and the judge Mr. W. L. Powers. Racing at the Bennings Course, Washington, D. C., which is conducted under the rules of The Jockey Club, has long been managed by the Washington Jockey Club, of which Mr. S. S. Howland is the president and Mr. H. G. Crickmore the clerk of course and scales.

The year's racing begins in San Francisco, where, in January, the meeting of the Pacific Coast Jockey Club opens. The president of the Jockey Club in 1897 was Mr. F. N. Androus, and the secretary, Mr. F. H. Green, the stewards of the meeting Messrs. J. H. Rees, J. W. Wilson and Henry J. Crocker, and the judges, Messrs. J. H. Rees and J. W. Wilson. The clerk of the scales was Mr. Harry Kuhl. Not second in importance to the meeting of the Pacific Coast Jockey Club is that of the California Jockey Club, which holds its meetings at Oakland. The president of the club was Mr. Thomas H. Williams, Jr.; its secretary, Mr. R. B. Milroy; the stewards, Messrs. Thomas H. Williams, Jr., D. M. Burns, J. A. Murphy, J. W. Brooks and J. J. Burke, and the judges, Messrs. J. J. Burke and J. A. Murphy.

Racing is conducted in New Orleans, that historic racing centre, by the Crescent City Jockey Club, of which the manager was Mr. C. S. Bush and the secretary, Mr. Sheridan Clark. At Memphis, Tenn., another old-time racing resort, the New Memphis Jockey Club directs racing affairs with Colonel M. Lewis Clark as judge. The president of the club was Mr. S. R. Montgomery and the secretary, Mr. M. N. MacFarlan. The principal officers of the Kentucky Association which manages racing at Lexington were Mr. Milton Young, president, and Mr. F. Bissicks, Jr., secretary. The New Louisville Jockey Club, of Louisville, Ky., had for its president Mr. William F. Schulte, and for its secretary, Mr. C. F. Price. At Nashville, Tenn., we find the Tennessee Breeders' Association, with Mr. V. L. Kirkman, president, and Mr. J. W. Russworm, secretary.

At St. Louis races are run under the management of

the St. Louis Fair Association, of which Mr. L. M. Rumsey was president, Mr. Joseph A. Murphy, secretary; the stewards of the meeting, Messrs. C. C. Maffitt, Rolla Wells, J. C. Ghio and Robert Aull; the judges, Messrs. Joseph A. Murphy and J. W. Price, and the clerk of scales, Mr. John Hackmeister. The officers of the Latonia Jockey Club were Mr. J. C. Sherlock, president, and Mr. E. C. Hopper, secretary. The Cincinnati Jockey Club, whose meetings are held at Oakley Park, had for its president Mr. A. S. Labold; for its secretary, Mr. W. R. Letcher; for its stewards, Messrs. S. Simonton, G. R. Griffiths and A. S. Labold, and for its judges, Messrs. James H. Rees, Charles F. Price and Charles F. McLean. The Queen City Jockey Club of Cincinnati, which holds its meetings at Newport, Ky., had Mr. R. W. Nelson for president and Mr. J. G. Hanley for secretary. Mr. J. J. Burke officiated as judge.

In many smaller places, in addition to those already enumerated, racing is conducted, and although of less consequence than that on the larger courses, nevertheless forms a component part of the yearly records of the turf. Racing officials in those localities have important, even though less honourous, duties than in the greater racing centres. The president of the Little Rock Jockey Club in 1897 was Mr. J. M. Gracie, and its secretary, Mr. J. M. Frank. Racing at Ingall's Park, Illinois, is controlled by the Ingall's Park Jockey Club, of which the secretary was Mr. M. Nathanson, and the same gentleman held the same relations to the courses at Sheffield and Lakeside, Ind. The Highland Park Club, of Detroit, Mich., had its affairs directed by Mr. M. B. Mills, president, and Mr. W. O. Parmer, secretary. The officers of the Detroit Jockey Club were Mr. D. J. Campau, president, and Mr. P. M. Campbell, secretary. The president of the Kansas City Fair and Racing Association, in Kansas City, Mo., was Mr. B. H. Smith, and the racing secretary, Mr. Dave McDaniel. In Montana the principal racing meetings of the year are held at Butte and Anaconda. At the former place the West Side Racing Association and at the latter the Anaconda Racing Association looks after the affairs, Mr. Ed A. Tipton being the secretary for both associations. From time to time changes in these boards of officers occur, but most of those whose names have here been recorded as in active official life in 1897 had held their places for many years before, and are likely for many years to come to give to the turf the very great advantage of their experience and influence.

Turf affairs in the West and South have been for several years past principally directed by the American Turf Congress. This organization is composed of the Kentucky Association, of Lexington, Ky.; the New Louisville Jockey Club, of Louisville, Ky.; the Latonia

Jockey Club, of Covington, Ky.; the St. Louis Jockey Club, of St. Louis, Mo.; the Tennessee Breeders' Association, of Nashville, Tenn.; the Little Rock Jockey Club, of Little Rock, Ark.; the New Memphis Jockey Club, of Memphis, Tenn.; the Cincinnati Live Stock and Driving Park Company, of Cincinnati; the New Louisiana Jockey Club, of New Orleans, La.; the Pacific Coast Jockey Club, of San Francisco, Cal.; the Queen City Jockey Club, of Newport, Ky.; the Washington Park Club, the Chicago Racing Association, and the Harlem Jockey Club, of Chicago, Ill., and the Detroit Jockey Club and Highland Park Club, of Detroit, Mich. The officers of this Congress, elected in 1897 for the ensuing year, were Messrs. C. C. Maffitt, president; Mr. W. F. Schulte, vice-president; Mr. O. L. Bradley, treasurer; Mr. E. C. Hopper, secretary; Messrs. E. F. Clay, Rolla Wells and George G. Perkins, committee on appeals, and Messrs. Joseph A. Murphy, James H. Rees and E. C. Hopper, committee on licenses. The purposes of this association are similar to those of The Jockey Club of New York, and its direction of racing affairs is to insure clean and upright sport. The Congress co-operates in many respects with The Jockey Club, and the combined influence of the two organizations has tended toward improvement in racing affairs in the West, as well as in the East.

Many other names might be added to these and the list still be incomplete of efficient and reliable racing officials. Too much commendation could in no way be bestowed upon the gentlemen who in their responsible positions have labored energetically, early and late, and have done so much to keep the turf true to its best traditions. It is a burdensome task that the president and other officers of jockey clubs and associations freely assume, and too often a thankless one. Even more, the stewards of the meetings, the judges, clerks and starters take upon their shoulders the most exacting duties. The demands of their positions call for sound and far-reaching knowledge in regard to racing methods and the history of thoroughbreds of the past, as well as of the present, and an alertness in detecting and circumventing the wiles of some dishonest owners and jockeys. Honesty, diplomacy, tact and firmness are imperative requisites in them. That they are so generally successful in the discharge of their difficult duties is the highest testimony to their standing, not only in the racing world, but with the general public as well. It may be truly said that upon them, in a very large measure, rests the entire success of the turf, for they, and they only, can keep it pure and upright so that it shall win the approval of the race-going public and the support of the racing fraternity.

BREEDERS
AND
BREEDING ESTABLISHMENTS

BREEDERS AND BREEDING ESTABLISHMENTS

GREAT STUD FARMS OF KENTUCKY, TENNESSEE AND NEW JERSEY—CALIFORNIA'S CONTRIBUTIONS
TO THE TURF—THE BITTER ROOT, NURSERY AND OTHER STOCK FARMS—MODERN
METHODS OF SELLING THOROUGHBREDS

NO pursuit that has engaged the attention of business men in the United States has had a longer or more honorable record than that which pertains to the breeding of the thoroughbred horse. Its beginning was almost coincident with the foundation of the colonies, and from that time on it has kept steady pace with the material growth of the country. Millions of dollars have been invested in it, and it has constantly given employment to small armies of men. Aside from its own importance, both by reason of the large capital invested and its general profitability, it has contributed directly and indirectly to the general prosperity of the country and to the encouragement and development of many branches of industry, some of which seem to be only distantly related to it.

There is one striking characteristic about this business that cannot be overlooked. In most enterprises men are engaged solely with a view to the profits to be derived therefrom. Their business is regarded only as a more or less convenient method of making a living, or, it may be, of accumulating the fortune which all men are believed to be aiming at. With the breeding of the thoroughbred an entirely different condition of affairs prevails. Breeders are not quite so oblivious to material interests as to engage in the occupation in utter disregard of the financial success that may accrue to them. At the same time, however, they are, almost without exception, thoroughly imbued with an abiding affection for the noble animal whom they are engaged in propagating, and in this respect they seem to be exceptional in the business world. Their love for the thoroughbred and the interest that they feel in the many absorbing and often perplexing problems of breeding amounts almost to a passion. The greatest breeders have undoubtedly been eminently successful from the financial point of view. Nevertheless their greatest satisfaction has surely been derived from the spectacle of the gradual development of the great equine race to which they have devoted themselves and of the marvelous performances to which, by the careful and thorough study that they have given to the subject, they have contributed in no small degree. It can be no unworthy object that has thus commanded the attention of some of the greatest Americans of the last two centuries. Men have turned themselves from the exactions of public and professional pursuits and

from the allurements of social life to study theories of breeding and to devote themselves to the work of improving the character of the American blood horse. From the time of Washington and Jefferson down to the closing years of the nineteenth century, many of the most distinguished and most influential gentlemen of this country have found in breeding the thoroughbred not only a profitable business, but, even more, an absorbing pleasure.

The roll of men who have been famous as proprietors of breeding establishments is a long and brilliant one, and includes the names of many who have been foremost in their respective generations. At the present time we have only to recall the names of such as the Messrs. August Belmont—father and son—Pierre Lorillard, D. D. Withers, George L. Lorillard, James R. Keene, J. B. Haggin, Leland Stanford, George W. Hearst, and scores of others not less worthy of enumeration, to gain at least a slight idea of the general character of those who have devoted themselves to this important pursuit. And it is instructive to consider that, however eminent these gentlemen may be in many walks of life, and however truly representative Americans, they have, as respects the matter to which we are here calling attention, simply followed in the footsteps of others in previous generations who have been not less worthy of consideration as typical enterprising American citizens of the highest social and business standing and enthusiastically devoted to the cause of the blood horse.

From racing to breeding is a natural step. In many instances horsemen have combined both pursuits, especially in the olden time when turfmen, as a matter of pride, if nothing else, made it a point, for the most part, to breed the horses that they raised. It is significant in the present time of a certain change in the character of the turf that there is no such close alliance between breeding and racing. While it is still true that in many conspicuous instances the owners of stables are also proprietors of breeding establishments, there has been something of a tendency toward separating the two and making an independent business of breeding. To such an extent has this practice obtained that many well-known turfmen have almost entirely given over their racing interests in order to attend to the business of breeding.

For example, Messrs. Clay & Woodford retired from

the race course and established the Runnymede Stud. Major B. G. Thomas, whose stable was once a conspicuous feature of all important race meetings, withdrew his colors and pinned his future as a turfman upon the success of King Ban in the Dixiana Stud. General W. G. Harding retired from the turf in 1875, and ever after was identified with the famous Belle Meade Stud. Mr. M. H. Sanford, after his unsuccessful campaign in Europe, gave up nearly all his racing interests, and a short time before his death established the stud farm at North Elkhorn, Ky. After the death of Mr. Sanford, Mr. Daniel Swigert also retired from the turf and purchased the North Elkhorn Stud Farm, at the same time owning the Elmendorf Stud. At one time in his career Mr. James R. Keene abandoned racing, and only maintained his connection with the turf through his stud farm. Mr. Charles Reed, after years of experience on the race course, settled to the more profitable pursuit of breeding at his Fairview Stud. Among others who may thus be numbered have been Mr. Milton Young, who succeeded Mr. H. P. McGrath as the proprietor of the McGrathiana Stud, Mr. F. B. Harper, Mr. James Franklin, and many others whose names will doubtless readily occur to every reader.

Breeding is the very practical side of the turf. Quite as much as the racing meeting, it is the foundation of all turf prosperity. Indeed, the theory that the race course has existed, to a very considerable extent, only as an encouragement to breeding, has always been persistently held, and may indeed be accepted as reasonably correct. It has continually been the defense of the race course that it was an imperative necessity in order to secure good horses for practical use in the every-day employments of life. Whenever a law has been made by legislatures, authorizing racing, the declaration is made in the preamble, that it exists for the ultimate purpose of encouraging the breeding of horses and their improvement. So universal has this been that many who have not looked carefully into the subject have been inclined to smile at this as a specious plea, believing that the consideration for the improvement of the horse, thus conspicuously put forth, is merely an empty pretense and designed to gloss over less commendable purposes.

This is not the truth, however, for the breeding of thoroughbreds for the race course has unquestionably resulted in the improvement of all horses of other classes as well as of their own, and this could never have been brought about had it not been for the incentive presented by the race tracks with their large purses, their opportunities for enjoyable sport and the importance of racing as a supreme test of merit in equine blood. A half century ago, as we have repeatedly seen, all the great races were at four-mile heats, and ability to stay, with plenty of speed in reserve, was what the breeders and trainers

aimed at. Devoting their entire energies to thus developing the thoroughbreds that they handled, they not only attained the specific object which they had in view, but also brought about, as an inevitable result of their work, a decided elevation in the character of all the families of horses in the sections where they were located and where breeding for racing has been the business of importance for a century or more. It has been remarked by one good authority that, "the English horse is a very different animal from that of days previous to the era of racing; now it is likely that the horses of England are the best in the world."

In some countries racing has not yet attained to the position of being a national institution. There it has been found, as a general thing, difficult to secure really first-class horses for driving, riding or more utilitarian purposes. This deficiency is especially felt by the governments when they are called upon to mount the cavalry, and in order to supply this branch of the military service, they are frequently obliged to maintain special breeding stables. In the United States horses of a high character for gentlemen riders, or for mounted troops, have not been numerous or easy to secure. For the United States cavalry horses have been bought, whenever practicable, in the blue grass section of Kentucky. When it was desired to equip several volunteer cavalry regiments for service in the invasion of Cuba, there was no thought of looking elsewhere than to Kentucky for the necessary horses. With horses, quite as much as with men, it is fully recognized that blood will tell, and Kentucky has been so thoroughly given over to the breeding of the thoroughbred that few horses exist there that have not some good strains. The emulations of the turf in that section, even more than elsewhere, have stimulated a desire on the part of even the humblest farmers to have a good racer and a winner in his stable. The whole tendency of breeding, whether directly for purposes of the turf or with other ends in view, is toward insuring good blood.

Experience in our Civil War was conclusive evidence of this superiority of thoroughbred stock over the more plebeian families. It was again and again brought forcibly to the attention of those who had to do with the matter that when two troops of cavalry were sent on a hard campaign together, one mounted on Kentucky horses and the other on horses from Northern States, the former invariably wore the others out. The blood horse showed his prowess and was equal to almost any exertions, while the others broke down if undue strain was placed upon them. The superiority of the Confederate cavalry over the mounted troops of the North in the early years of the war has not yet been forgotten by this generation. The Confederates were mounted upon horses from Virginia, South Carolina, Tennessee and Kentucky,

and probably there was scarcely a single one of their animals who had not, more or less thoroughbred blood in his veins, while many of them were pure thoroughbreds of the first quality, who had been intended for the race course, had not the unexpected demands of war impressed them to severer uses. Forrest, Morgan and other noted Confederate cavalymen were for a long time invincible, and their achievements were regarded as only a little less than miraculous. But, after all, their success was almost entirely due to the high grade of horses that they rode.

It seems almost superfluous in view of these and many other similar facts to point out the very great value of the thoroughbred animal and the importance of encouraging racing as a most important factor in his development. Racing was universal in the South in antebellum days, and as an inevitable result came about the perfection of the horse of that section. Racing was comparatively little practiced in the North, save in New York, on which account breeding was almost unknown. When, therefore, attention is called to the striking difference between the mounts of the cavalymen of the two sections at this important period of the country's history, further argument would seem to be unnecessary and further proof not called for to show the superior merit of the thoroughbred and the necessity of racing, since it is only through that medium that, as experience has shown, his improvement and development can be assured.

That is one of the most interesting chapters in the history of American breeding which specially describes the success in this country of English stallions who have been allowed to leave their native land before they had been fully tried there. Dismissed without regret and sometimes with positive satisfaction, as, comparatively speaking, useless lumber, it was not long after their departure before, in view of their great success here, they were longed for with unavailing regret. Priam, although a winner of the Derby, was disregarded in the stud, but after he came to this country, Industry, Miss Letty and Crucifix, whom he left behind him, reversed the reputation that he had possessed, while in this country he was strikingly successful in establishing a notable American family. Even more remarkable than Priam in this respect was Glencoe. As a race horse he stood in the first class, being second only to Plenipotentary, and was of the best English blood. As a stallion he suffered much from comparison with Sultan, his sire, Emilius, Lottery, Velocipede, Mameluke, Plenipotentary and Touchstone, but in his latter-day fame he has eclipsed them all.

A score of Derby winners trace direct to Glencoe, and it has been said that in the last twenty-five years, or more, at least two-thirds of the best horses of Great Britain have had strains of his blood, among his descendants having been Pocahontas, Stockwell, Isonomy, Rob-

ert the Devil, Tristan, Doncaster, Bend Or, Blair Athol, Rataplan, Cremorne, Kisber, King Tom, Foxhall and Rayon d'Or, and scores of others not less famous. Of Glencoe's career in this country scarcely a word need be said. More than any other single horse who has ever been identified with the American stud he is the foundation of the great thoroughbreds of this country. Few American horses that have attained to eminence on the track have failed to trace directly to him. It has been well remarked that "the double cross of Glencoe has long been acknowledged as the keystone to success in breeding, and the triple cross, as in the cases of Foxhall, Sly Dance and Glenmore, is fast becoming regarded as the acme of blood."

Then there was Routh's Crab, by Crab out of a dam by Councillor, one of the oldest and finest of the old English thoroughbreds, who left a strain that has told through many generations. Nor must we overlook Diomed, by Florizel, one of the very best horses ever imported, who has told the longest tale on American stock, having been the sire in this country of Sir Archy, Duroc, Florizel, Dinwiddie, Gracchus and many other first-rate runners and themselves sires of runners. Fear-nought by Regulus out of Silver Tail, the most distinguished horse of all the other early importations, and one who left the most decided mark on the American race horse in its earlier history, must also be added to list. Then there was Wildair, who was foaled in 1753 by Cade, and who proved such a successful stallion and sire of racers that he was repurchased for a large sum and sent back to England. Medley must also be included, by Gimcrack out of Arminda. He was a most successful stallion, and his blood is considered scarcely inferior to that of Diomed, Shark or Bedford. Messenger, by Mambrino out of a dam by Turf, was little regarded at home, but became in this country one of the most successful stallions.

Of modern instances, perhaps the name of Leamington will first occur. Condemned at home and sold to this country, he here closely rivaled the immortal Lexington, and English writers have since acknowledged that allowing him to leave that country was little less than a criminal mistake. Scores of other instances might be cited in still further illustration of this point as showing how America has gained from the potency of blood that was overlooked by our English cousins. Nor has this country alone thus profited. Buccaneer, a good race horse of Great Britain, was not held in high favor because his get were not considered to be stayers. He was sold to Austria, but had scarcely left his native land when Paul Jones, Formosa and Brigantine appeared to completely upset the previous adverse opinion regarding his merit and to make the English wish that they had him back again. Then there was Gladiator, who passed over to

France, disregarded and discarded. Across the Channel he founded a family that had no superior in his time, and sent back to the country that had failed to appreciate him Gladiateur, Mortemer and Chamant, who carried away the Derby and other great prizes.

In recent years the passion for imported stallions on the part of American breeders has intensified to a degree that has before never been surpassed. Every master of a breeding establishment has been on the constant outlook for some well-bred English or Australian stallion who should give promise of great things when grafted upon American stock. The success of these imported stallions has, on the whole, been remarkable, and would seem to fully justify the enthusiasm of breeders for strains of foreign blood. This is the more surprising when we consider that, as has just been pointed out, most of these importations have been horses who were not held in high repute at home, and who really, as a matter of fact, were never pre-eminently distinguished until they came across the Atlantic. Leamington, Eclipse, and Rayon d'Or, for example, were good performers, but scarcely to be considered as first-class, and, yet, how successful they have been in the stud in America every one knows.

Mortemer was a great race horse unquestionably, and so was Glenelg, but the latter was foaled in this country, having been imported in embryo. Phæton never did anything on the course in England, but in this country will be forever remembered as the sire of Ten Broeck, King Alfonso, Lisbon, St. Martin and others. Billet was only an ordinary performer, but he added to the worth of the American turf by getting such swift progeny as Volturmo, Runnymede, Miss Woodford, Raceland, Sir Dixon and others. King Ban, as a racer, was of no account, but his get, as King Fox, Ban Fox, Rosaline, Punster and others, had superior claims to recognition. King Ernest, who never ran a race, got for us such good ones as Mikado, Report, Kinglike and others. From Great Tom we have had Tyrant and General Harding, and from Glen Athol, who was utterly despised at home, came Glenmore, Greenfield and Checkmate to add to the glories of the American turf. Then there was Buckden, who gave us Bend Or, Buchanan and Matinee; The Ill-Used, who gave us Magnetizer, Jack of Hearts and Lady Primrose; Australian, from whom we have had Spendthrift, Springbok, Helmbold, Rutherford, Fellowcraft and many others not less noteworthy; Glenelg, who sired Monitor, Louise, Firenze, Dry Monopole, Ferida and others, and Mortemer, from whom came Wanda, Cyclops, Chimera and Exile.

The explanation of this phenomenal success of imported stallions who at home had not ranked especially high, have been many and varied. Some theorists have held that the result demonstrates the decided superiority

of the English thoroughbred over the native stallion, arguing that climatic differences have probably brought it about, and that even the inferior English stallion is ahead of the native animal, as a sire. Others have claimed that the American mares have furnished just the desirable nick that was necessary to bring out the potency of the foreigner. One interesting thing has been pointed out, and that is that the imported stallions began to arrive here about the time that our system of racing changed, and a writer in *The Spirit of the Times* has argued with a great show of reasonableness to demonstrate that the English horses had the advantage from the fact that they had been bred from strains which for a generation or more had been trained to short distance racing, while our native sires had been bred principally under the long distance test. There would seem to be considerable confirmation of this theory in the fact that the fast youngsters of the present period, who have been trained for the short dashes that are now the vogue on the American turf, are in turn succeeding in the stud, quite as well as any of their English rivals. Still, the time has not yet come when the belief in the value of the imported stallion, rather than those of native produce, has been entirely eradicated, and it is probable that for a long time in the future we shall continue to add new strains of foreign blood to our American thoroughbred families.

No more interesting problem has engaged the attention of turfmen, both in England and America for generations past, than that which relates to the relative speed and stoutness of the thoroughbred and the Oriental horse. The question seems to have been finally very well settled, with undoubted evidence in favor of the great superiority of the English thoroughbred and his descendants of the American turf. It may be safely conceded that two hundred years or more ago the Arabians were undoubtedly the fastest runners in the world. Now, however, at the end of the nineteenth century the modern thoroughbred is as far superior to the present horse of the East in his qualities and powers as he is in size, bone, strength and ability to carry weight. While the Arabians remain practically in the same condition that they were centuries ago, there has been a vast improvement in the character of their English progeny. The best old English blood, which had in it a part of the Spanish stock, when mixed with the true Arabian or Barb race in the beginning of breeding the thoroughbred in England, brought about infinitely better results than it had ever been possible to secure from the unmixed and unstudied breeding of the Arabians in their native land. The intelligent breeding that has been followed since that time and the selection of the choicest animals to breed from, a measure that has been made possible, largely by the tests of the race course, have brought about this result. Upon practical test it has been found that with

an allowance of as high as forty-eight pounds the Arabian has never been able to win an English race.

Some fifty years ago the subject was regarded as a matter of such supreme importance that discussion was rife, both among English horsemen and those of the East, each of whom patriotically supported the claims of the respective breeds of their countries. The Viceroy of Egypt even went so far as to challenge the English Jockey Club to run a certain number of English horses against the pick of his stables. The match was declined, first because the English Jockey Club in its corporate capacity never owned any racers, and secondly because, to run a distance race over broken desert ground was considered a greater risk of destroying valuable animals than the circumstances would justify. Subsequently, however, as a result of this challenge, a race was run at Cairo between the English mare Fair Nell and an Arab horse belonging to Aaleen Pacha, and the result has been regarded as of the greatest value as a clear demonstration of the relative prowess of the two equine families. The length of the race was eight miles, over a rough, gravelly, sandy road, and the English mare won, covering the course in 18½ minutes, beating the Arabian by a full mile and pulling up fresh. Aaleen Pacha, who owned the Arabian horse, was a son of Abbas Pacha, the Viceroy, who, three years before, had challenged the English Jockey Club.

Fair Nell was supposed to be a thoroughbred, her sire being the celebrated Irish horse Friney, but she was not in the Stud Book. She was a beautiful light bay, of powerful build, and was used as a hunter, being a hard-worker and having a wonderful pace. She was called a "raking Irish devil," and frequently traveled thirty-two miles in the course of a day at an easy canter, carrying twelve stone without showing the least fatigue. She was in low condition when she was shipped to Egypt, yet ran and won her race within two months from the time of landing. On her trial before the race she did five miles in 10½ minutes. Although the result with a single thoroughbred might not be considered as absolutely conclusive, yet when we consider that Fair Nell was not incontestably proven to be a pure thoroughbred, and that her rate of speed, both in her recorded five-mile trial and her eight-mile race, was less than that which has been displayed by many English and American thoroughbreds, the conclusion that the latter must be superior to their Arabian rivals may be considered as fairly settled. At any rate, the Egyptians were then convinced that their Arabians could be beaten by English horses, and few turfmen now question that the modern thoroughbred possesses speed and endurance which are his peculiar inheritance beyond any other horse in the world. It is beyond all doubt that no Arabian horse ever lived who could in any respect challenge such great thor-

oughbreds as Flying Childers, Herod, Eclipse, Diomed, Glencoe, Sir Archy, Boston, Lexington and hundreds of other heroes of the English and American turf in days gone by, not to mention scores and hundreds of contemporaneous equine champions. The few Arabians that have been seen in England and this country have never been able to cut any figure upon the course, and when it came to the consideration of such great races as the Grand Prix, the Derby and the chief events of the course in this country they have never been regarded as even in the class to warrant their participation in such affairs.

An interesting experiment that was carried out by the distinguished American breeder, Mr. A. Keene Richards, seemed to conclusively and finally settle this question in favor of the claim of the thoroughbred. Few turfmen in the United States had a larger acquaintance, or a wider experience, or gave themselves up more unreservedly to the promotion of the interest of the thoroughbred than did Mr. Richards. From the time of his boyhood he was interested in horses, and studied the thoroughbred with enthusiasm and with rare good judgment. He was a native of Kentucky, having been born in Scott County in 1827. His death occurred upon his celebrated farm, Blue Grass Park, Georgetown, Ky., in March, 1881. After completing his education in Bethany College, West Virginia, he spent several years in travel in England, Europe, Africa and Asia. His interest in horses had by this time become fully matured, and the greater part of the years that he spent abroad was given to thorough investigation of the thoroughbred in his original habitat. After visiting all the prominent studs, breeding and training establishments in England and France, he proceeded to carry out a project that he had long before matured to make a tour of the Barbary States and the West of Africa and study the thoroughbred in the countries where his progenitors were considered to have originated. Traveling through Spain, where he made himself familiar with the Andalusian breed of horses and the royal stud of Madrid, he then made an extended journey through Algeria and Morocco, a greater part of the tour being accomplished on horseback.

Next he went to Egypt and Arabia Petrea. His party made the entire journey through Arabia on dromedaries, and there he commenced that thorough investigation into the Arabian horse that made him particularly conspicuous in his generation. Notwithstanding that the native tribes of Arabia were then at war and travel throughout that country was dangerous in the extreme, he pushed his investigations far into the Anazeh country, whence generations before had come the great Darley Arabian and other parents of the English thoroughbred family. Abundant opportunities were given him to study the Arabian horse in his native state, and he bought several

animals that were the choicest of their kind that could be procured. These he shipped to England and thence to America, and then returned home himself ready to carry out the experiment that he had planned and in which he had the fullest confidence of ultimate success. Completely informed now regarding the horse of the Orient and his English thoroughbred descendant, their origin and history, he was confident that the best horse in the state of nature was the Arab. His new possessions, the pure Arabian stallions, Massoud and Mokhladi, and the mare, Sadah, arrived at his Blue Grass Park home in 1853. He also made handsome additions to his stud of American bred horses, and the following year in a second trip to Arabia he purchased the mare Nulie and the stallions Sacklowie and Fysaul. He also brought from England about the same time Knight of St. George, the St. Leger winner of 1854; Australian and his dam Emilia, with her foal, Frazzoletto, Jr.; and the brood mares Spiletta (dam of Spinola, Fenian and Rosetta), Melrose (dam of John Porter and Melbourne, Jr.) and Target (dam of Creedmoor).

Although Mr. Richards' experiment with the Arabians attracted a great deal of attention at the time, it was not generally looked upon as giving much promise for the improvement of the American thoroughbred. Mr. Richards was not convinced of this, but, after a few years, when it was found that his imported Arabians made no very distinct impress upon American stock, he was gradually forced to the conclusion that, after all, nothing in the world could surpass the best bred English and American horse. He spent a great deal of time and money in putting his theories to test, and some of the finest blooded mares in the country were bred to his Arabians. The outcome was a practical failure, and since his time there has been very little talk about the value of Arabian stock for the improvement of the thoroughbred, and breeders have ceased to give it any further attention.

There has long existed among turfmen a positive and well-defined opinion that Kentucky is, par excellence, the natural home of the American thoroughbred. This is not the place to enter upon a discussion of the relative merits of that State as compared with other sections of the country, for breeding purposes. The question is an intricate one and is not to be solved offhand. A review even of the arguments that are advanced on either side would require more space than can here be given and probably come to no good results. Briefly, the contention for Kentucky is that its far-famed blue grass pastures and limestone soil offer advantages such as can be obtained nowhere else in the country, and it is particularly urged that the presence of limestone in the soil contributes to making the horses that are raised there strong in bone and capable of great endurance. On the other hand, however, it may not be forgotten that the

great race horses of England have been developed without the peculiar advantages claimed for Kentucky, while at the same time some of the greatest thoroughbreds known to the American turf at all periods of its history have been bred in widely separated parts of the country and under conditions manifestly diverse.

Experience would seem to indicate that, notwithstanding the undoubted advantages possessed by Kentucky, it is still possible to raise thoroughbreds elsewhere that shall be undoubtedly of the most approved character. Merely as a suggestion, it might perhaps be well worth considering that the apparently great numbers of successful Kentucky thoroughbreds, as compared with the lesser number who have been bred elsewhere, may be in some measure, at least, due to the fact that they are the survivors of an army of foals infinitely greater than is seen in all the rest of the country put together. It would be an interesting calculation, if it were possible, to go back for many years and see how the successful thoroughbred from Kentucky, in proportion to the total number foaled there, compared with those that were bred elsewhere.

Without attempting any solution of the question, or venturing to express an ex cathedra opinion, we may at least point out some of the few prominent representatives of the thoroughbred family that have come from other parts of the country than Kentucky. New York raised American Eclipse and Medoc, who contested on equal footing with the best horses of the country in the earlier days of the turf. In later years New York could point with pride to Glenelg, Olitipa, Ruthless, Ferncliffe, Monday, Countess and Forester. Nor must we forget that the great Ariel, daughter of American Eclipse, was of Long Island birth. So too were Black Maria, Bay Maria, Shark and other noted horses of the same family. In New Jersey, Fashion, daughter of imported Trustee, was bred, and surely no horse in the early part of this century was more distinguished. Also from New Jersey have come Macduff, Hiawasse, Leo, Requit and many others. Iroquois, Parole, Sensation, Spinaway, Harold and Onondaga were the produce of Pennsylvania. Maryland raised Catesby and Crickmore, while to Virginia are credited Boston and scores of others. Illinois, Missouri, Ohio, California and Montana have also contributed their quota to the successful race horses of the day, and page upon page might be filled with simply the enumeration of names did time and space permit.

Enough has already been said, however, to at least indicate that no single section of the country can claim the exclusive monopoly of having bred our greatest race horses. The few names that have been presented, which really scarcely open the list, will suggest scores of others entitled to place in the enumeration equally with those that have been given. The wonderful success that has attended some of the more recent breeding establish-

ments in the North and the far West is an argument from practical experience that cannot be easily disposed of. Such breeding farms as the Erdenheim, Rancocas, Meadowbrook, Westbrook, Brookdale, Algeria and others in the East, the Riverside, Bitter Root, Rancho del Paso, Palo Alto and others in the far West, have by their pre-eminent success in adding many winners to the racing calendar and the Stud Book, placed themselves in rank with the oldest establishments that have been conspicuous in Kentucky and other parts of the South for a half century or more. It seems to be fully demonstrated in these closing years of the century that enterprise, skill and scientific management are quite as important elements as favorable natural conditions in securing the best breeding results.

Kentucky, however, is still richer in thoroughbred stock than any other section of the United States. There is almost no necessity of calling the attention of those who have even the most superficial acquaintance with the subject to the fact that for many years this State enjoyed almost a monopoly in the breeding of the blood horse, so that the sentiment in favor of the Kentucky foals well-nigh developed into a superstition. To an almost incredible extent the State, with its far-famed blue grass pastures and limestone soil, was in the olden days, and also indeed in the present, given over to breeding purposes. In some counties almost the entire acreage of land has been taken up by breeding establishments and the agricultural enterprises connected with them, while the repute of the great blue grass region has gone out to all the world. Although the former pre-eminence of the State in this respect has been somewhat shaken in the present generation, the position that it has held for nearly a century at the head of the great breeding sections of this country is still successfully maintained. Notwithstanding the large and increasing value of the thoroughbred output from California, New Jersey and elsewhere in recent years, the names of most of the great stud farms are still identified with the blue grass country.

Should we attempt to make even the most cursory and perfunctory reference to all the stud farms in Kentucky that are deserving of recognition for the commendable work that they have done in the development of the thoroughbred many pages would be required. Some of these establishments, however, by reason of their extent, long and honorable history and the very great influence that they have had in developing the practice of breeding and of racing may not be casually passed over. Their history has in every way constituted a most important part of the history of the thoroughbred in America, and they may be fairly taken as typically representative of the great breeding interests of the country for a century or more. From these renowned establishments have

come most of the great blood horses whose careers as representative American racers, both in this country and in Europe, have reflected glory upon their family and the country that gave them birth and nurtured them.

Even in Kentucky, the home of great stud farms, no establishment of the kind ever ranked higher than that at Woodburn. For a generation or more it was the largest and most successful breeding estate in the world, and it has been fairly said of one of its proprietors, Mr. Robert A. Alexander, that he "did more in his short life for the improvement of the blood horse than any other man in America." Woodburn being one of the first breeding places in the United States, really served as a model for subsequent undertakings of the same nature. In its palmy days no other stud farm sheltered a like number of mares and stallions, and none other sent to the race track so many great champions. The estate was an ideal of an old Kentucky home, and dated back to the pioneer days of the State. The Alexander house that for several generations was occupied by the family, was built originally by a younger brother of a Scotch baronet, who settled and married in this Western wilderness. When his brother died and he succeeded to the baronetcy, he had become so attached to his New World home that he refused to return to Scotland. He drew the revenues of his large estate abroad, however, and expended them in improving his Kentucky place until it became a princely domain in extent and richness. Throughout his life he contented himself with the low and rambling structure, part brick and part wood, that he first built and that he left as the ancestral home to his descendants.

One must not overlook Mr. Robert Aitcheson Alexander in the consideration of those who played a conspicuous part in turf affairs during its formative period. Mr. Alexander, although a native Kentuckian, was a nephew of Sir William Alexander, of England. Educated at Cambridge, England, he was a man of strong intellectual powers, and brought to the business of breeding thoroughbreds an intelligence and knowledge surpassing that of most of his compatriots. He became, perhaps, the largest and most successful breeder in the world, his large fortune enabling him to give full vent to his inclination and to carry out his ideas upon the grandest scale. It is said that not even that wealthy corporation, the Rawcliffe Stud Company, of England, exceeded his Woodburn establishment in extent or in importance. It was not until 1856, when he was thirty-eight years of age, that he first appeared upon the turf, but in a few years he became a conspicuous figure at all racing meetings, although his blue and white were not at first particularly successful. Giving his life to the thoroughbred, he never married, but was to a considerable extent prominent in society. His enthusiastic devotion to his chosen profession led him to carry heavier burdens than

he was physically capable of, and he died in 1867 at the age of forty-eight, worn out by the business cares that he had voluntarily assumed.

Under the management of Mr. A. J. Alexander, who succeeded his brother, the Woodburn establishment, which comprised some 4,000 acres of land, steadily grew in importance and in reputation. The constant aim of the Alexanders was always to breed from the most approved stallions and mares, and the name of Woodburn has been, as a natural result, identified with many of the greatest thoroughbreds that the American turf has known in the last half of the nineteenth century. Perhaps Lexington gave the place its most renown, and as the corner stone of the American thoroughbred family of the middle of the century, he linked the names of Woodburn and Alexander with his own. For some ten years following 1855, Lexington, Scythian, who was imported by the Messrs. Alexander, and Australian, who was imported by Mr. A. Keene Richards and then purchased by the Alexanders, presided over this establishment. Afterward other good stallions arrived to keep them company, among them being Planet, that phenomenal Virginia horse, so long owned by Major Doswell. Asteroid, son of Lexington, also came to take his place beside his greater sire. Many of the noted horses of the sixties and seventies came out of Woodburn, among them Norfolk, Kentucky, Asteroid, Pat Malloy, Idlewild, Daniel Boone, Gilroy and others. Subsequently Glen Athol, then King Alfonso, after the death of Lexington, in 1876, and then Lisbon and Pat Malloy were added to the establishment.

Among the great thoroughbred matrons identified with Woodburn were Glenluine, dam of Troubadour and Lizzie Krepps; Jamaica, dam of Foxhall; Cachuca, dam of Fresno and Palestine, and imported Flora McDonald, dam of Dundee and King Mac. Another was Sylph, who traced to the famous Magnolia by imported Glencoe; she was the dam of such great horses as Princeton, Hanover, Daniel Boone, Simon Kenton, Skedaddle, Kentucky, Victory, Madonna and Madeline, grandam of Iroquois. Woodburn was the birthplace of the famous Foxhall, son of King Alfonso, who was also the sire of Fonso, Grenada, Don Fulano, Telemachus and other fast ones. From Glen Athol, by Blair Athol, Glenmore and Checkmate went out to further enhance the fame of Woodburn. Pat Malloy added Bob Miles, Lord Murphy and others to the notable list of this establishment's foals, while Falsetto got Dewdrop, Fresno, Rupert and Fordham. Lisbon got Troubadour, who won the sensational Suburban of 1886. Powhattan, by Leamington out of Maiden by Lexington, and a full brother to the famous gelding Parole, was another inmate of the Woodburn Stud along in the eighties. Could all the great racers who have come out of Woodburn be brought together

in one company they would make one of the grandest armies of thoroughbreds ever known to the turf in the United States, while they would scarcely take second place to the like produce of any foreign stud.

The Elmendorf Stud Farm, although less ancient than that of Woodburn, has been particularly notable in later years through the brilliant performances of its sons and daughters. The establishment was founded by Mr. Milton H. Sanford, who spent a small fortune in improving it, and regarded it as the great achievement of his career as a sportsman. Located in the immediate vicinity of Lexington and in the very heart of the richest blue grass region, it comprised over 500 acres, nearly all of which was rich pasturage. After Mr. Sanford's death it became the property of Mr. Daniel Swigert and later on passed into the possession of Mr. C. J. Enright. Some of the finest race horses that were ever stripped on the course in this country were the product of Elmendorf. Here imported Prince Charlie ruled for a few short years and got, among other famous sons and daughters, the immortal Salvator out of Salina. Here also imported Glenelg stood for many seasons and added much to the distinction of the American turf by his famous progeny. Tremont, the unbeaten black wonder, who never knew defeat, was dropped here, his dam being Ann Fief, and here was foaled that grand filly Firenze, who beat everything that came in her way. Finework, one of the most successful of the many dams who helped to increase the fame of their great sire, Lexington, produced here Portland, Elkhorn Lass and Embroidery. Fair Lady, dam of Bermuda and Dagonet; Stamps, dam of Katie Pease, Louisette and Precious; Peru, dam of Dry Monopole; Marguerite, dam of Rupert and Ruperta; Gondola, dam of Senorita; these whose names have been caught up at random, have been a few among the many matrons who threw famous sons and daughters that have added distinction to Elmendorf.

Runnymede Stud, at Paris, Ky., owned and managed by the Messrs. Clay & Woodford, is another one of the historic breeding establishments of that section. It has had a long, notable and honorable career. The owners have always given their personal attention to everything pertaining to the business of the place, and they have been altogether successful in bringing out some of the best blood horses of the modern turf. The estate comprises some 500 acres of the best blue grass land. Thereon imported Billet has stood in recent years, and in the stud have been dams of Lexington, Leamington, Glencoe and Bonnie Scotland blood.

One of the most successful breeders in America in the early part of the last quarter of the nineteenth century was Mr. John M. Clay, whose historic establishment near Ashland has been as rich in traditions as any other in the United States. Mr. Clay was established as a breeder by

his father, the great statesman, Henry Clay, who gave to him that fine race horse and excellent stallion, imported Yorkshire. Mr. Clay had much success with Magnolia and Topaz, who were Glencoe mares, and with Balloon, daughter of Yorkshire. The colts that he bred, that afterward became great race horses, would be numbered by the hundreds. He had great faith in imported Yorkshire, and also in the crosses of Lexington's sons upon Glencoe's daughters. After the death of Mr. Clay his widow succeeded to the head of the establishment, and for years was the only woman in the United States engaged in this particular kind of business. She had a complete knowledge of the blood horse and of breeding methods, while the pedigrees of all the great thoroughbreds were as household words to her. She was not less successful than her husband had been in raising some distinguished performers for the turf and in adding value to the blood of the American race horse.

Bosque Bonita has also been one of the celebrated stud farms of Kentucky. It was not a large establishment as compared with some of its more conspicuous rivals, including less than 100 acres. It was charmingly located, however, and comprised stretches of beautiful woodland and rich pasture. General Abe Buford, the proprietor, was one of the foremost turfmen of his period. Upon his stud farm were bred some of the most distinguished horses that have ever been known to the American turf. Among his earlier colts were Charleston, Ruric, Portland and many others, not less successful as race horses. In later days the chief of the Bosque Bonita Stud was the renowned imported Sovereign. This great stallion stands in the Stud Book as second only to imported Glencoe as a getter of successful racers. Altogether, he was one of the most famous sires that the world ever knew, and has added immeasurably to the value of American blood stock.

Early in the seventies Mr. M. H. Sanford started his breeding establishment at North Elkhorn Farm, near Lexington, Ky. Sparing neither time nor expense, he built a splendid stud farm that in its day was said to have been, with one exception, the largest of its class in the United States. Here he kept, when he was at the height of his interest in the turf, nearly 100 brood mares, who combined in themselves the choicest strains of blood known to America. Monarchist, that great race horse, who so pre-eminently distinguished himself on many fields of honor, was long at the head of the harem. With him were Virgil and imported Glenelg. All three of these stallions added to their triumphs on the race course further success in the stud. Glenelg produced Idalia, Orion, Eva Shirley and others, who were winners in their first season. The get of Virgil has been so often referred to in these pages that there is no call to say more in regard to them here. With these three great stallions

Mr. Sanford added marvelously to the racing blood of the United States. The effect of his enterprise has never ceased to be felt even to the present day, and is constantly in evidence in the performance of many champions who trace their origin to horses that were foaled and bred at North Elkhorn.

Glen Agnes Stud Farm, that was founded by Mr. N. Kinzer, and was afterward owned by Messrs. Douglass & Daly, has had a good reputation outside of Kentucky, as well as in the State where it was located. Its great sire has been imported Eothen, who probably will be best remembered as the sire of Requit. The National Stock Farm, where Bob Miles, Terra Cotta and others stood; the Bashford Manor, with which Azra, Pandee and others have been identified; the Stonewall Stud of Captain B. Viley, where Belvedere has stood; the Oakwood Stud of Messrs. Applegate & McMeeken, with its Melbourne and Hurricana sires; the names of these readily come up in this connection, and with equal grace a hundred others quite as worthy of enumeration might be added to the list without closely approaching the end of the subject.

Tennessee has sometimes been a close rival of Kentucky in the importance of its breeding interests. Easily among the foremost nurseries in that State must stand the famous Belle Meade Stud Farm, that for nearly three-quarters of a century has occupied a prominent part in the work of developing the American thoroughbred. It is a magnificent property of 3,800 acres, comprising some of the best land for breeding purposes known in that section of the country. Among the great stallions who have been identified with it and who ended their lives in its harem have been imported Priam, the Derby winner; imported Eagle, imported Bluster, Vandal, Jack Malone, Childe Harold, imported Bonnie Scotland, John Morgan and many others scarcely second in merit. In contemporaneous times Iroquois, Luke Blackburn, Enquirer, Longstreet, Clarendon, imported Great Tom, imported Loyalist, Tremont and Inspector B. have reigned supreme. During twenty years, from 1870 to 1890, the produce of the Belle Meade Stud Farm won upward of \$2,000,000 in stakes and purses. In 1891, 125 racers from the establishment won over \$300,000 in 450 races, and the record in years following that date has shown even an advance over those remarkable figures. Enquirer as an inmate of this stud achieved a national reputation. During thirteen years, from 1878 to 1890, inclusive, his get won in stakes and purses upward of \$465,000.

Among the Belle Meade matrons who have been particularly distinguished are Tullahoma, dam of Tulla Blackburn and Tammany; Silver Maid, dam of Young Luke and Taviston; Vintage Time, dam of Uncle Bob, who won the American Derby; Bribery, dam of Miss Ford

and Zuleika; Miss Hampton, dam of Elyton; Guildean, dam of Ben Harrison, Wrestler and Guildura, and Mari-
posa, dam of Swift, Beatitude and Boulevard. For a
generation the Belle Meade Farm was in the possession
of General W. G. Harding and General W. H. Jackson,
two of the most enterprising of modern turfmen. In
1893, Mr. Richard Croker signalized his advent upon the
turf by purchasing a half interest of the estate from Gen-
eral Jackson. The price that he paid, \$250,000, suffi-
ciently indicates the great value of the place. Dobbins,
Yorkville Belle, Longstreet and other famous thorough-
breds have been in the Belle Meade Stud in recent times.

One must not leave Tennessee without first having
given attention to the Fairview Stud of Mr. Charles Reed,
situated near Gallatin. Although one of the younger
establishments, as compared with some of the historic
farms, it has long had an enviable reputation. The Fair-
view came notably into prominence when its proprietor,
with an intrepidity that well-nigh astounded the turf
world, paid \$100,000 for imported St. Blaise when the
Nursery Stud of the late Honorable August Belmont was
sold in 1891. Previous to that time Mr. Reed had a well
established stud, but the advent of St. Blaise gave it a
pre-eminence that it had never enjoyed before, and in
some respects marked an important point in the history
of American breeding. The value of an undoubtedly
high class and successful stallion was particularly em-
phasized by the fee of \$2,500 which Mr. Reed placed
upon St. Blaise.

When that eminent sire entered the Fairview Stud the
establishment had already been identified with some very
good stallions. There was imported Mr. Pickwick, son
of the Derby winner, Hermit, and also Forester, Miser,
imported Cheviot, Long Taw, imported Muscovy and
Exile, son of imported Mortemer. Miser, a full brother
to Spendthrift, was fairly successful for his owner, and
made Fairview especially well known through his
daughter, Yorkville Belle, who was one of the best
two-year olds of her season. Thora, that grand old
mare, was the most distinguished matron ever attached
to Fairview. As the dam of the famous Dobbins, by
Mr. Pickwick, and the wonderful filly, Yorkshire Belle,
by Miser, she added glories to the American turf that age
can never dim. Among her companions have been Mary
Anderson, dam of Wary, Melodrama and Actor; Bonnie
Wood, dam of Phoenix, Annie and Hell Gate; Athleen,
dam of Peter and Athlete, and Acquitall, dam of Defend-
ant and Not Guilty, with many others not at all less
worthy of note.

Of the stud farms that have existed in New Jersey in
modern times none has been more deservedly prominent
than the famous Brookdale, the property of Mr. David
D. Withers, the mentor of the American turf. During
the lifetime of the "Sage of Brookdale" his establishment

had a reputation second to none anywhere in the coun-
try. Situated in a neighborhood famous for its horse
traditions and identified with such noble animals as
Eclipse, Mingo and others in the olden times, Brookdale
was an ideal stud farm and the beloved home of an ideal
sportsman. In the immediate vicinity was the old Lloyd
farm, forever associated with the names of Nemesis and
Attila. Nearby was the farm of Mr. Francis Morris, one
of the foremost sportsmen of the last generation. There
Ruthless, Relentless, Remorseless and other members of
the famous Barbarity family, were bred, while in later
years, under another owner, St. Martin, Plevna and Post-
Guard were trained. Wildidle was trained on the track
of this farm, in 1875, and brought into the condition that
enabled him to win the Fordham Handicap. The neigh-
borhood of Brookdale is full of the most delightful recol-
lections pertaining to the thoroughbred, his breeding and
his racing.

Brookdale was not originally designed for a stud farm.
Mr. Withers bought the property purely for training pur-
poses, and, as he once expressed it, "I didn't embark in
breeding—I drifted into it." But, having once engaged
in the business, he continued in it with that enthusiasm
and unreserved devotion that characterized all his pro-
ceedings as a sportsman. He had his own peculiar
theories in regard to the development of the thorough-
bred, and persisted in following those, ever refusing
to cater to the likes and dislikes of others. His judg-
ment was not always faultless, but he steadily held to
his own opinions, nevertheless. When he had come to
a decision in regard to the merits of a stallion, nothing
could change him, even though the racing world refused
to follow him or to buy his yearlings. He bred his own
race horses and with them achieved a considerable suc-
cess, although not as great as that which must be cred-
ited to other owners who were of his time.

Comparatively speaking, few great race horses came
out of Brookdale. The only chance the public had to
buy the produce of his establishment was at the weed-
ing out sales, when the surplus yearling stock, or selec-
tions from the racing stable, were sold under the ham-
mer. Some of those whom the master of Brookdale
thus disposed of were fairly successful, quite as much
so, indeed, as any that Mr. Withers ran in his own colors.
For example, it is part of the turf history of the time
that, in 1890, Mr. Withers sold all the yearlings by Ven-
tilator, against whom he had conceived an ineradicable
prejudice. Three of these yearlings, Airplant, Airshaft
and Airtight, were purchased by Mr. M. F. Dwyer, and
the first named, especially, turned out to be a very good
colt, winning for his owner \$17,615.

Among the stallions who stood at Brookdale were
King Ernest, Stonehenge, Macaroon, Sensation, Venti-
lator, imported Mortemer, Intruder, Eothen, Stalwart and

Thunderstorm. Mr. Withers never purchased many brood mares, but his racing fillies as they retired began to accumulate and were served by his stallions. Imported Mortemer he bought when the horse was twenty-one years old, taking him from the breaking-up sale of the Rancocas Stud. Ventilator, whom he despised, denying his claim as a thoroughbred, brought him some of his best youngsters. Out of several of his brood mares that were sent to Tom Ochiltree in the hopes, as he said, "of getting fillies with Lexington top cross for breeding purposes," he secured such good colts as Major Domo, Cynosure, Tomboy, Orator and Sluggard, a fairly successful result, but disappointing to the owner of Brookdale because it was contrary to his theories and expectations.

One of the best horses ever turned out from the establishment, and by many considered quite the best, was a son of Sensation, by Imported Faverdale by The Palmer. This horse was never named, but as a two-year old, in 1888, he was the best member of Mr. Withers' stable, winning \$21,340. In that same season ten of the twelve two-year olds that Mr. Withers started, all of them having been bred by him, were winners. That year of 1888 was the best Withers' year known up to that time. For more than fifteen years previously he had steadfastly fought fate and paid out a small fortune in forfeits, never succeeding in attaining the success on the race course most heartily wished for him by those who appreciated his truly sportsmanlike character and the great services that he rendered to the cause of the turf.

One of the first mares who was settled at Brookdale was Miss Nellie, grandam of Stonenell. She was a daughter of Eclipse, and was bred by Mr. Francis Morris upon his Westchester farm. Although she had good Orlando and Lexington blood, she failed of appreciation, and was used as a hack, and also driven to harness until relegated to the stud in 1884. There she justified her claim to good thoroughbred ancestry by foaling Nell, who became the dam of Stonenell. Another early Brookdale matron was Elsie, a daughter of Leamington, and out of Babta, who was also Glenelg's dam. Mr. Withers purchased Elsie from Mr. R. W. Cameron. She was named after Miss Elsie Barlow, and was fairly successful on the turf, but a failure as a brood mare. Mimi, by Eclipse, was perhaps the most famous mare ever associated with Brookdale. She was bred in 1869 by Mr. Francis Morris, and when she was three years old she carried the all black of Mr. Withers to distinction in some important races. In the stud she threw Kinglike, Mikado, Stately and Viceroy to King Ernest, and also was the dam of Copyright, by Uncas.

Upon the death of Mr. Withers, the title, "Master of Brookdale," fell upon one in every way qualified and worthy to bear it. The stud, stable and farm were pur-

chased by the late Colonel William P. Thompson, of whom it has been well said that no more thorough gentleman or more gallant sportsman ever graced the turf, either in this country or in Europe. Brookdale naturally lost none of its fame in the hands of its new owner. The enthusiasm and wise liberality for which Colonel Thompson was noted throughout his life were strikingly displayed in this venture. Unhappily, he was not spared to enjoy the fruits of his labors. His death, in February, 1896, left a void in social and business circles as well as in the world of sport that even the lapse of years cannot fill. Yet all lovers of true, honest sport and all who are interested in the progress of horse breeding rejoiced that the late Colonel Thompson's sons, the Messrs. Lewis S. Thompson and William P. Thompson, Jr., who were associated with him in the conduct of the Brookdale enterprise prior to his demise, have continued it upon precisely the same lines, in the same spirit, and with a degree of success that augurs well for the future of Brookdale.

Colonel Thompson was a native of Virginia. A Southerner to the core, his sympathies arrayed him on the Confederate side in the Civil War. On the termination of the war he was one of the first Southern men to establish himself in the metropolis, and in a few years was not only the master of a considerable fortune, but was a factor of no small importance in the world of finance and commerce. With the inbred aptitude of a Virginian for legitimate sport, he combined a profound knowledge of horseflesh, and was a patron of the turf for many years before he assumed the rôle of an active aspirant for its honors. He was connected by business and social ties with the leading men of the American turf, and his advice was sought and respected by the best element in racing circles. When, therefore, in the winter of 1893, it was announced that the famous Brookdale property, with its stud, and indeed the entire plant, just as it had existed in Mr. Withers' time, had passed from the executors of the latter to Colonel Thompson, there was a general feeling of gratification in the American racing world.

Under its new proprietor the famous old farm became more than ever an object of interest to the racing community. Probably no man engaged in racing and breeding ever enjoyed those pursuits more than Colonel Thompson. Yet, while finding in the Brookdale establishment a needed relief from the engrossing cares of his vast business enterprises, he was not unmindful of the large pecuniary stake that the farm represented. With characteristic energy and judgment, he proceeded at once to improve and enlarge the stud, and the perfection which the present buildings represent is largely due to the liberal, yet wise, expenditures which were undertaken at his instance.

At the same time he fully appreciated the fact that progress in a breeding establishment must be continuous. In 1893, he visited England and made liberal offers for Lord Roseberry's Ladas and the Duke of Westminster's Orme. Although unable to secure the great horses that he wished, Brookdale was, however, not left without a signal benefit from its owner's investigation of the thoroughbred stock of the mother country. One of his judicious acquisitions was the mare, *The Apple*. She was at the time of her purchase and transfer to Brookdale a horse that had enjoyed a phenomenal record on the running turf, and had her foal, *One I Love*, by her side. The most famous product of the Brookdale stud under Colonel Thompson's administration was *Requital*, one of the best horses of recent years. He was foaled at Brookdale in the autumn of 1893, and was purchased as a yearling by Messrs. Gideon & Daly for \$2,800. The great youngster began his career by winning the Futurity with a rush, and it was characteristic of Colonel Thompson that he promptly paid Mr. Gideon \$26,000 to regain possession of the colt.

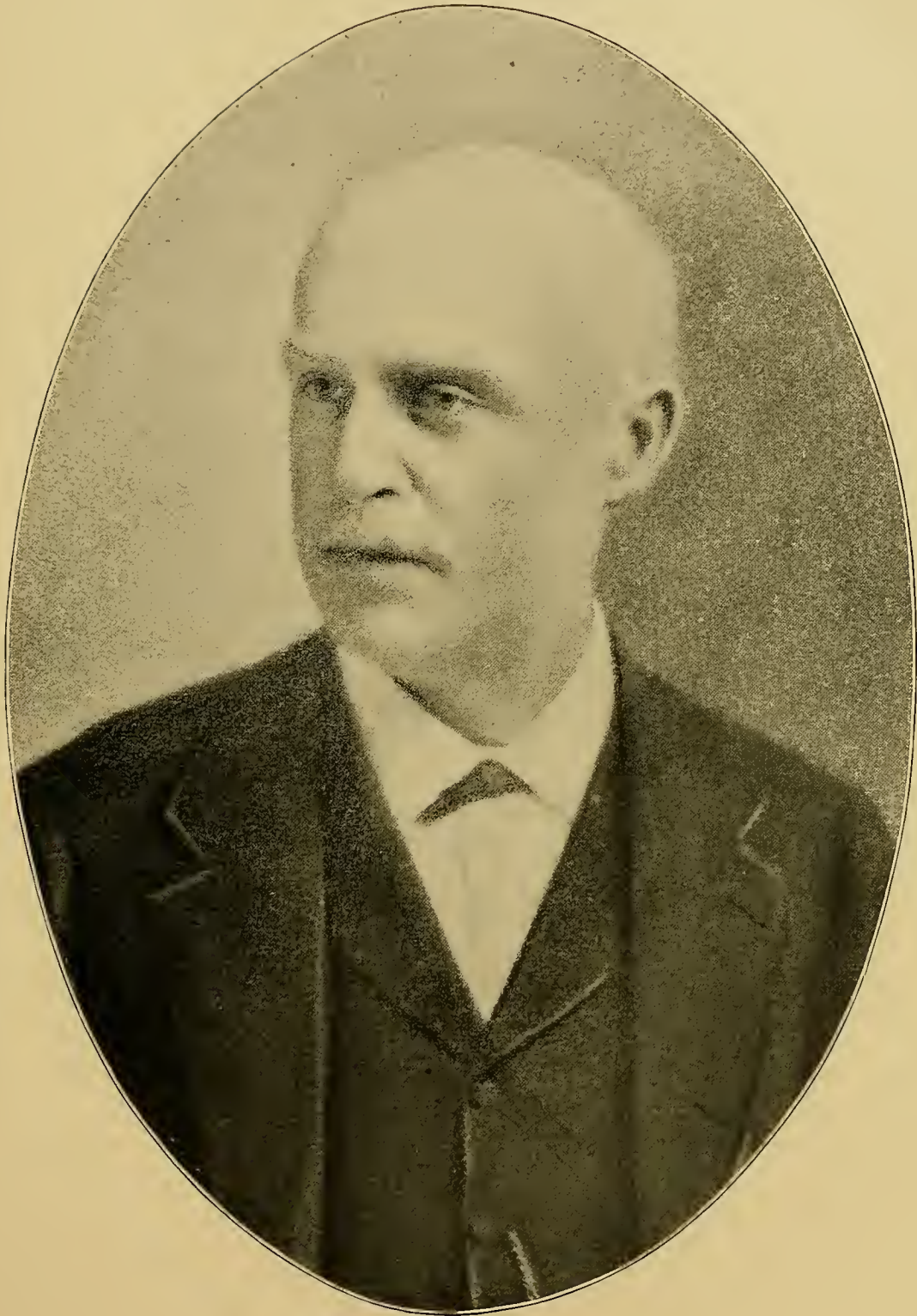
The Brookdale property comprises about 900 acres of land, pasture, woodland and arable soil, agreeably diversified by running streams. Upon it there are some sixty modern buildings, with every convenience for the breeding and training of the thoroughbred. Two large, complete high class dwellings loom up as one approaches the farm from Red Bank. In one of them lives Mr. Rowe, the trainer, and the other is the family homestead of the Messrs. Thompson. The hundred or more employees of the farm are all comfortably housed within its precincts, and among the other features of the management is the permanent employment of a physician to look after the health of their help. Another matter which may well be a subject of approving mention is the office. It is a counting-room such as would be found in a large commercial or banking establishment, and here the whole administration and business of the great stud is transacted with the same regularity that would be seen in a purely commercial concern.

Referring to the technical side of the Brookdale plant, it may be said that it includes two tracks, one of a mile and the other a half-mile distance. An eighth of a mile track has also been built under cover so that young horses can be successfully prepared for early spring engagements. There is stabling for 130 horses and numerous paddocks, the abundance of running brooks supplying pure water for the stock, while the strips of woodland that are found throughout the estate offer a shelter, and at the same time give a truly picturesque appearance to the landscape. High grade cattle and swine are also among the specialties of Brookdale, and a large proportion of the feed required by the establishment is raised on the estate, the farming operations

requiring the service of a score or so of work horses. To-day Brookdale is one of the representative breeding establishments of the country, and its owners are energetically carrying out the policy that their respected father inaugurated. They possess ambition, wealth and enterprise. The magnificent plant at their command should make it possible that their colors will be among the most prominent on the courses of America, while from the Brookdale stud, particularly with the additions they contemplate making to the stallions and mares composing it, we may expect from year to year many notable youngsters who will keep up the well-earned fame that the farm enjoys in the equine world. Nor is the least of the grounds for confidence in the future of Brookdale supplied by the fact that there are few places of the kind in the world better organized and officered. The mere mention that Mr. James G. Rowe, a leader among modern trainers, is head of the staff, is sufficient of itself to carry conviction on this point.

A long and interesting article could be written with reference to the Brookdale horses, past and present. It is a roll of honor that includes animals that have, season by season, taken a commanding position in the esteem of the racing public and of sires whose get rank high in the aristocracy of horses. Of stallions there are *Faverdale*, the son of *Sensation* and grandson of the famous *Lexington*, *Kinglike*, by imported *King Ernest*, both of which horses were bred by Mr. Withers himself at Brookdale. Their comrades include imported *Macaroon*, *Stonehenge*, by *Blair Athol*, and *Uncas*, one of the last and best sons of that staunch sire, *Lexington*.

The get of these Brookdale stallions have included many noted brood mares, who, since the foundation of the enterprise by Mr. Withers and under the proprietorship of its present owners, have given to the American turf some of its most celebrated horses. *King Ernest* got *Adage* out of *Maxim*; *Auricoma* out of *Belinda*; *Bassinette* out of *Miss Bassett*; *Bibelot* out of *Knicksnack*; *Eccola* out of *Echo*; *Nell* out of *Miss Nellie*; *Stately* out of *Mimi*; *Triolet* out of *Trill*, and *Inverwick* out of *Invermore*. *Macaroon* got *Cadence* out of *Castagnette*; *Knicksnack* out of *Bijou*. *Uncas* got *Cascade* out of *Cadence*; *Doreen* out of *Michaelmas*; *Nutbrown* out of *Mimi*; *Trill* out of *Cadence*, and *Uproar* out of *Cyclone*. Imported *Faverdale* got *Castania* out of *Castagnette*. *Stonehenge* got *Necromancy* out of *Nancy*; *Stonecrop* out of *Mary Buckley*, and *Golden Rod* out of *Auricoma*. Other distinguished matrons of this establishment are *Castalia*, by imported *Mortemer* out of *Castagnette*; *Emilia* by *Muncaster* out of *E. M.*; *Favonia* by *Favonius* out of *Wall Flower*; *Essayez II.* by *Cremorne* out of *Pill Box*; *Miss Maud* by *Duke of Montrose* out of *Miss Mattie*; *Sandola* by *Iroquois* out of *Gondola*, and *Wyan-dotte* by imported *Leamington* out of *Nemesis*.



DAVID D. WITHERS



WILLIAM P. THOMPSON

Never second to Brookdale in high repute and even superior at the height of its career in the success of its breeding operations, was the Rancocas Stud that Mr. Pierre Lorillard established at Jobstown, N. J. Over fifteen hundred acres were included in the farm, mostly meadow land, with a good three-quarter mile track. At the height of its career in the early eighties the Rancocas held more than eighty brood mares, and a half score stallions, while a full half hundred horses were generally in training, besides many weanlings, half-breds and horses for general use. The training stable had no superior in the country, being circular in shape, and having a walking ring sheltered for winter work. To name all the great horses that came out of Rancocas would be an agreeable task, even though it would be of interminable length and would be practically a well-nigh complete history of racing in the palmy days of the Northern turf after the war. There some of the most celebrated race horses of this generation were bred and trained. There Saxon and Attila were prepared for their turf careers, and, more notable than they, both Parole and Iroquois were put through the course of training that fitted them for the brilliant victories that they achieved upon the English turf. Gonfalon was a conspicuous figure here in the early eighties, and with him were such great ones as Venetia, Duke of Magenta and Endymion. Pizarro was also one of the noted horses of the establishment, a perfect model of what a blood horse should be, and Nimrod, Spartacus, Amazon, Breeze, Inconstant, Disdain, Battledore and others also brought glory to the Lorillard colors. Imported Mortemer, one of the best horses that ever came from England in this generation, stood here for many years.

Finally Mr. Lorillard broke up his stud, having a sale that was one of the great events of the day in turf circles, and that distributed many notable horses to other studs and stables. His passion for racing, however, still remained with him, and after a few years he began to build up Rancocas again, which presently assumed something of the importance that attached to it in its earlier years. One of his most important acquisitions in this period of his racing history was Simon Magus, the only son of the great English sire, St. Simon, that had ever been brought across the Atlantic. The dam of Simon Magus was the famous race mare, Wheel of Fortune, who had the exceptional record which has fallen to the lot of but very few racers of never having been defeated until the day she broke down in a race. Other Rancocas stallions of fame have been imported Sailor Prince, the winner of the Cambridgeshire of 1886, and Emperor, the sire of Vestibule, Gramercy, and other good ones. Among the mares who became inmates of the new Rancocas have been Bella, dam of Belisarius, Beauty and Belle D.; Magnetic, and Tarbouche, a half-sister to La

Tosca. Mr. Lorillard also owned La Tosca, for whom he paid \$15,000, and many other distinguished thoroughbreds of these later days have been identified with Rancocas.

The younger Mr. Pierre Lorillard followed in the footsteps of his father in taking an interest in racing. At one time he had a lease of the old Hunter estate in Westchester County, where he maintained a select breeding stud. The neighborhood in which he began business was historic in thoroughbred annals. Not far away Medoc, Maid of the Oaks and Cora were foaled in the earlier days of the century. Nearer our own time, Alarm, Ruthless, Rhadamanthus, Relentless, Merciless, Monday and others of not less brilliant renown were foaled under the direction of Mr. Hunter. Imported Eclipse stood there during the greater part of his lifetime. Censor, Balrownie and Kentucky were also identified with the same place, but the greatest thoroughbred glory of the locality was derived from Leamington, when he stood there and got Aristides, Olitipa, Rhadamanthus, Bob Woolley, Hyder Ali and James A. Young Mr. Lorillard began business with a very good young stallion and several fine bred mares. His stallion was Siddartha, by Pero Gomez out of The Pearl by Newminster; grandam, Caller On by Stockwell.

In its day the Algeria Stud of the Honorable William L. Scott, located at Erie, Pa., was one of the leading establishments in the United States. Mr. Scott's connection with the turf was for a comparatively short time, somewhat less than ten years. His breeding establishment, however, assumed a position in the first rank almost from its inception. If its owner had done nothing else, one act alone would have made him famous the world over, and that was his purchase, at the breaking-up sale of the Dangu Stud, in France, in 1882, of the great French race horse, Rayon d'Or, winner of the Doncaster St. Leger. Rayon d'Or cost his new owner \$30,000, the highest price that had ever been paid for an imported stallion up to that time. This purchase, which was actually Mr. Scott's first venture into the field of turf activity, placed him with a bound in the front rank of his compeers. The success of his establishment was assured beyond possibility of doubt, and it grew in fame and just repute year after year until the death of its owner brought about its dispersal, in 1892.

The wisdom of the purchase of Rayon d'Or was fully demonstrated by the fact that at the breaking-up sale of Algeria, after he had performed invaluable service in the stud for nearly ten years, an advance of \$2,000 more than his cost in 1882 was paid for him. Rayon d'Or was the king of the Algeria Stud, and never abdicated his position during the life of Mr. Scott. No imported stallion ever had more success, and his offspring have been among the greatest racers of this generation. The

figures show that during the four seasons immediately preceding the dispersal of the Algeria Stud his get earned the grand total of \$408,798. In one year alone—1889—they placed to the credit of their sire \$174,620. When it is recalled that Tenny, Chaos, Tea Tray and Banquet, not to forget other almost equally good ones, were gifts of Rayon d'Or to the American turf, the value of his services as a sire may be fully appreciated. Other stallions that Mr. Scott owned were Kantaka, Algerine and Wanderer. Kantaka was half-brother to the great English sire, Hermit; Algerine was by Abd-el-Kader, out of Nina by Boston, and Wanderer, who was also a good race horse, was of fine native blood. In the last year of his life Mr. Scott added to his stud the French stallion, Aerolithe.

In the Algeria Stud were some twenty or more imported mares, and generally about fifty native mares. Many of the matrons had not only shown their good qualities on the race course, but also became eminent producers. All-Hands-Around, who had been noted in her turf career through Bolero and Lillie R., added to her fame as a race mare by becoming the dam of Chaos, winner of the Futurity. From Belle of Maywood Mr. Scott bred Tenny; from Ella T. came Tea Tray and Banquet, while Torso and Aurelia, two first-class horses who increased the reputation of Algeria, were out of imported Santa Lucia, a daughter of Lord Lyon.

Mr. Aristides Welch's Erdenheim Stud, near Philadelphia, needed no greater distinction than that which accrued to it from imported Leamington and Iroquois to fix it forever in the grateful remembrance of all American turfmen. Erdenheim, beautifully located at the foot of Chestnut Hill, gave to the turf other distinguished racers besides Parole. Through imported Leamington an influence went out from it that has been of incalculable value to the American blood horse. The new strain thus introduced has been productive of results, especially in connection with the Lexington family, the importance of which it is impossible to exaggerate. Erdenheim has had a place in history quite apart from its connection with the breeding interests of the turf. It was one of the old colonial establishments of Pennsylvania, and in its solid gray stone mansion George Washington and other dignitaries at all periods in our country's history, from the earliest down to the present, were entertained. With Leamington, Maggie B. B. shared honors, and both of these great horses, with Flora Temple, of trotting renown, rest side by side in graves upon the old farm which they did so much during their lifetime to make renowned. Massive granite slabs, simply inscribed with their names, mark their last resting-places.

The Ferncliffe Stud of Mr. William Astor at Rhinebeck held an important place among the breeding establishments of the North along in the eighties. Its dispersal

about the same time that the Nursery Stud and several other establishments were sold was a notable event of that period. Imported Galore, a son of the English sire, Galopin, was for a long time at the head of the Ferncliffe Stud. Afterward, when Mr. Astor began again to get together another stock, he placed imported Cavalier, a son of the great Prince Charlie, in his establishment as the first step toward reviving something of its former prestige. Had it not been for his untimely death in 1892, it is likely that the Ferncliffe would once again have taken an important part in the breeding affairs of New York.

When the late Mr. M. H. Sanford, who was the second American to try his fortunes on the English turf, made up his mind to go extensively into breeding, as well as racing, he sought for a location for the establishment that he proposed in New Jersey. No place could surpass in natural attractiveness the little village of Preakness, in the outskirts of the city of Paterson, where he finally settled. The place is an old Quaker settlement under the shadow of the Preakness Mountains, and the local name, which Mr. Sanford also adopted for his farm, was not long thereafter in obtaining a world-wide reputation. His great stallion, who also bore the same name, carried the fame of the locality throughout the United States and even to England. Originally established in a moderate way as a training ground, the Preakness Farm ultimately became famous. Mr. Sanford's venture, it must be confessed, appeared at that time to be somewhat hazardous. Racing had, as yet, scarcely started upon its new career, but Preakness became one of the most important influences that contributed to the revival which has now become historic.

The track at Preakness quickly became a noted training ground. Loadstone, Lancaster, Niagara, La Polka, Madam Dudley, Preakness, Mate and Stamps, than whom no greater race horses ever gave glory to the turf, were put through their paces here and prepared for their conquering careers. The retired location of the track was altogether favorable to Mr. Sanford's plans, and many surprises were brought out from there to dumfound the talent on race days. When Mr. Sanford abandoned racing in 1881, he sold the Preakness Farm to Mr. James Galway, under whose management it has constantly maintained the highest reputation that it ever attained in its best days.

Another breeding establishment in the vicinity of New York out of which went a wide and powerful influence was that of Mr. R. W. Cameron, at Clifton, Staten Island. It was called the Clifton Stud, and was maintained by its owner upon a generous scale and with intelligent enterprise. Naturally, on account of his English origin, Mr. Cameron had more than an ordinary interest and knowledge of the thoroughbred. His early

associations gave him a predisposition toward the thoroughbred of his native land, and he became especially well known as an importer of some of the best horses that have come into this country within the recollection of the present generation. He even went to the expense of bringing over English upland hay for his stock, firm in his belief in the saving qualities of that food. Among his most noted importations were Warminster, son of Newminster and Black Bess by Ratcatcher; imported Hampton Court, who was of the great Melbourne and Bay Middleton blood; and imported Glenevis by Oulston (son of Melbourne and Alice Hawthorne) out of Volucris by Voltigeur. Two other of his importations were even more famous, and by their achievements, especially in the stud, have lifted the name of their owner to the highest position for valuable service to the American blood horse family. The first of these was Leamington, concerning whom it is here unnecessary to do more than to make the mere mention of his name. The other was Glenelg, who was imported, with his dam, Babta, and who was one of the most useful stallions in his day.

Early in the seventies, Californians were indulging in a great deal of pride over their thoroughbreds, and were beginning to predict that their horses would be able in a few years to successfully compete with the East in point of speed and staying qualities. The opinion was held by many that the climate there was superior to any of the Eastern States for the production of the highest type of race horse. The comparison of that period with the present shows the wonderful development that has been made in turf affairs in that section during the last twenty years or more. Then the majority of thoroughbreds on the Pacific Coast were located in California, though other States thereabouts occasionally maintained a good one. California, however, despite its pre-eminence, had less than twenty-five thoroughbred stallions in 1876, principally imported from the East. Among those were Joe Daniels, Monday, Bayswater, imported Hercules, Lodi, Leinster, Woodburn, Langford, Norfolk, Newry, Three Cheers, Pittsburgh, Earnest, Rifleman, Springbok, Hock Hocking and Rutherford. Really good brood mares were scarce in the State, and breeding had, as yet, scarcely entered upon an experimental period.

One of the most important breeding establishments in the early days of the California turf was that of Mr. William L. Pritchard, who was located in San Francisco, where he had stables, with pasturage in the outskirts of the city, and an extensive ranch on the Sacramento River. Mr. Pritchard's stallions included Leinster by imported Australian out of Luilume by Lexington; Pittsburgh by Pat Mulloy out of Evangeline by imported Eclipse; Waterford by Langford out of Margretta by Lexington, and Earnest by Derby (by imported Eclipse) out of Eglantine, by Lambda (by imported Priam). His brood

mares included representatives of the stock of Grey Eagle, imported Glencoe, Bonnie Scotland, imported Balrownie and Lexington.

In recent years particularly, California has commanded the attention of horsemen, not only in the United States but all over the world. It is no longer a theory, but an attested fact, that the Golden State possesses specific qualities for the perfect production of the thoroughbred. Animals bred and trained there not only possess the fundamental requisites of speed and endurance, but may be fairly said to represent a new type and a further advance in the evolution of the race horse. It is, perhaps, a little too soon to decide what may be the ultimate outcome of this interesting experiment of raising thoroughbreds so far away from what is considered to be their natural home in Kentucky. Nevertheless, sufficient has already resulted to show beyond all question that the California breeding establishments are certain to exercise a considerable and lasting effect upon the future of the American turf.

Out on the Pacific Coast they have a habit of doing things in a big way. Breeding has been carried on upon a large scale and almost unmindful of expense. Several stud farms that have been established in the closing part of the nineteenth century have surpassed in size, and even rivaled in the fame of their produce, the best of their kind elsewhere in the United States. Some good horses have come from there, and the importations from Australia, introduced into this country through the Golden Gate, have already made a large impression upon the American thoroughbred family. The pioneers in breeding in California in this quarter of a century were Theodore Winters, John Hall and George Treat. Since then we have had Messrs. James B. Haggin and E. J. Baldwin, Senator George B. Hearst, Senator Leland Stanford and others.

Among Californians who have been interested in horses in the present generation, certainly no one has done more to fix contemporaneous racing and breeding interests upon an assured and stable foundation than Mr. James B. Haggin, and no one has been more prominent or more influential in establishing the worth of California thoroughbreds and the value of California breeding in the minds of lovers of horses throughout the United States. One might go further than that without exceeding the bounds of propriety, and say that Mr. Haggin is to-day one of the few Americans whose reputation extends beyond the confines of racing circles in America. A representative in the truest sense of the best element in turf circles, his connection with racing and breeding has been in every way as important as that of any gentleman of the present generation. As an owner he engaged actively and energetically in racing, and his participation in such affairs was a distinct benefit

to the sport. Few owners in the history of the American turf have ever devoted themselves more unreservedly to this sport, or have supported their stables more generously. His operations were conducted upon a grand scale, and their brilliancy had a marked effect, not only upon the racing community, but also upon the outside public, for the performances of his horses were of such a notable character that they became matters of a national, if not, indeed, of international interest. Although Mr. Haggin has now withdrawn from the cares as well as the delights of ownership in a racing sense, the work in which he is now engaged, that of breeding the best blood that the equine world can afford, under ideal circumstances, so far as material surroundings are concerned, promises to have results of the most far-reaching character.

Descended from a Kentucky family, and a native of Mercer County in the Blue Grass State, Mr. Haggin is naturally a lover of horses. Of his business career, notable and interesting as it is, little need be said here. It can only be pointed out that he is one of the men of whom California and the West are proud, that his enterprise and force of character have been potent instruments in developing the mineral resources of our country's western domain, and that the same liberality, practical spirit and enterprise that are his distinguishing traits in connection with the turf have been equally marked in his private and business life. His success has been a triumph of character and ability, and it might be furthermore said that the steady support and following his stable received from the California contingent at our tracks was as much a personal tribute as it was a professional estimate of his judgment where horseflesh is concerned.

Mr. Haggin found little to interest him in the trotter, which was the dominant racing animal in California when he took up his residence in that State. The natural sporting passion of his native State possessed him, and he organized a first-class racing stable that he sent to all the principal meetings from San Francisco to New York. His racing exploits now form a bright, even though too brief, page in the history of the turf. When the names of such horses as Salvator, Firenze, Ben Ali, Fitzjames, Fresno, Tyrant, Ban Fox, King Fox, Hidalgo and others in his stable are named, they recall stirring memories of a series of famous seasons from 1885 to 1890, when his colors were foremost in the great events on our tracks. It was a series of sensational victories and famous matches, and even where defeat overcame his four-footed champions, defeat was always coupled with honor. The name of the owner became known in every part of the country.

When, in 1890, Mr. Haggin turned mainly from racing to breeding, the possibilities involved in his new depart-

ture commanded the attention of horsemen everywhere, not only for the large scale on which his breeding operations are conducted, but for the spirit which animates him in this connection and the remarkable character of the animals he has gathered together. Mr. Haggin's estate, Rancho del Paso, in Sacramento County, California, comprises over 44,000 acres, and everything that judicious expenditure could do has been lavished on it until it is probably not only one of the greatest, but one of the best equipped establishments for the breeding of thoroughbred horses in the world. Here, under the efficient charge of Mr. John Mackey, there has been gathered an aggregation of famous horseflesh such as was never before assembled in the stud.

The foundation of this stud was the importation, at a great expense, of two stallions from Australia, Darebin and Sir Modred. Subsequently, Mr. Haggin imported Star Ruby from the Hampton Stud in England, and also Candlemas. His great American star stallion has been Salvator, the phenomenon of the American turf of this generation, and with him has stood Fitzjames, Fresno, Torso, Tyrant, and other good Americans. Later, Mr. Haggin added to his Australian blood horses, the New Zealander, Maxim, son of the English thoroughbred Musket, who was allowed to depart from his native home to the Antipodes before his great worth was fully recognized. In New Zealand he became the sire of Carbine, Martini-Henry, Nordenfeldt, and many other good ones.

Other stallions of Rancho del Paso have been Morello, Cliveden, Prestonpans, Calvados, Owas, Midlothian, Order, Ben Ali, Kismet, Uncle Jip, July (Brother to Sir Modred), Gold Finch, Golden Garter, Golden Dawn, Bassetlaw, Candlemas, Chevalier, Water Cress and Tenny. Salvator, whom Mr. Haggin has declared to be the greatest horse that he ever owned, has produced several good sons and daughters, among them Salvation, Sallie Woodford, Etta McKeever, The Preserver, Salvor, Silvester, Sallie Cliquot, Salvable, Silver II., St. Aignan, and several others. Tyrant has been one of the Rancho del Paso's most reliable stallions. He was a superbly bred horse, by imported Great Tom out of a granddaughter of Lexington. He was the best three-year old of his year, winning the Withers, the Belmont and the Stockton stakes and other races. In his pedigree are found such great names as Pocahontas, Martha Lynn, Alice Carneal, Cressida and Gamma. Tyrant has already sired many excellent performers.

A great Australian stallion came to the United States when Mr. Haggin imported Sir Modred, full-brother to imported Cheviot. His sire, Traducer, who was bred in England, was one of the best stallions that ever stood in New Zealand. From 1867 to 1881, Traducer got nine winners of the Canterbury Derby, the most important

event in that country, including Cheviot and Sir Modred. In three of these years his get ran first, second and third, and, in two others, first and second. Idalia, dam of Sir Modred, was the Pocahontas of New Zealand—the queen of its stud. As a race horse Sir Modred was a great campaigner, and his produce have followed closely in his footsteps; their distinguishing feature is the uniformity with which they race and campaign. His produce in six years won 823 races, valued at \$728,063.

Among the brood mares that have made their home at Rancho del Paso, Firenze, who was the greatest cup winner of her time, and easily ranked with the best of race horses whom she met, was easily first as a popular favorite, although several of her companions have been more distinguished as brood mares. Few of the matrons of this stud farm have not been celebrated more or less for their exploits on the turf, and have also been successful producers. They have been of the bluest blooded equine families known to this country. There is Maud Hampton, dam of the two great race horses, Ban Fox and King Fox. She came from the Dixiana Stud, where \$10,000 was paid for her. In 1887, she produced King Thomas, that celebrated \$40,000 yearling. In the two succeeding years, respectively, she threw Silver King and Silver Fox, both by St. Blaise, and since then she has been bred to imported Sir Modred. Other matrons of the Rancho del Paso have been Carina, dam of St. Carlo; Flavina, dam of Flavia and Flattery and Mentmore Lass, all of whom came from the Nursery Stud. The famous race mare Aranza, by imported Bonnie Scotland out of Arizona by Lexington; Glidelia, also by imported Bonnie Scotland out of Waltz by Lexington; Peoria by imported Mortemer, and Prude by King Alfonso out of Marguerite by Lexington, were added to the Rancho del Paso stock from Mr. William Astor's Ferncliffe Stud in 1890. With them have been Plaything, dam of Tournament, who raced so brilliantly as a three-year old for the stable of Senator George Hearst; imported Agenoria, dam of Pontiac; Loulanier, dam of Kildeer, Katrine and Kaleidoscope; Letolay, dam of Cayuga, Unrest and Utopian; that famous race mare, Miss Woodford, and many others. In 1891, there were in the thoroughbred department of Rancho del Paso twelve stallions and nearly three hundred mares, many of the latter valued at from \$6,000 to \$18,000 each. In 1897, the establishment had grown so that it then contained twelve imported and seven American stallions and a proportionately larger number of mares, and that year produced 130 yearlings.

Senator Leland Sanford, although he was only a few years connected with the turf, held a prominent position among modern sportsmen. His Palo Alto establishment was one of the half a dozen great breeding places of the United States that stood in a class by themselves, far ahead of all others. The ranch, which comprised over

1,400 acres, was devoted to the trotter, as well as to the running horse. At the head of the thoroughbred department stood the celebrated stallion Monday. This grandson of Lexington was bred by Captain Moore, in 1864, and died at the Palo Alto in 1884. His sire was Colton, a son of Lexington out of Topaz by Glencoe. Colton was a successful racer, winning at two-mile heats from such horses as Joe Stoner, Rebel and Sherwood.

It must not be overlooked that California became the home of the celebrated Ormonde, "the great horse of the century." That famous English thoroughbred had a varied, as well as a brilliant, career. His wonderful performances in England, especially his capture of the Derby, attracted the attention of turfmen in all parts of the world. We have already referred to his emigration to Argentine, where he failed of appreciation, and whither Mr. Charles Reed journeyed in the vain effort to purchase him. Subsequently he was sold back to the land of his nativity, but did not remain there long. American turfmen still had their eye upon him, and in 1893, Mr. W. O'B. Macdonough purchased him. He was brought to the United States in 1893, and for a few days after his arrival here was kept in New Jersey. Afterward transferred to California, he became an inmate of the stud at the Menlow Park Stock Farm of Mr. Macdonough. His potency as a stallion did not come up to expectations.

Among other California turfmen who have been particularly active in recent times has been Mr. Adolph B. Spreckles, who was at one time president of the Pacific Coast Jockey Club. Mr. Spreckles late in the nineties organized a breeding stud, situated near Napa, in the centre of the beautiful Napa Valley. There upon a farm of some 350 acres, he located a very important stud. His premier stallion was imported Idalium, and associated with him were General Miles, Puryear D. and imported Creighton. Imported Idalium, who was one of those Australian horses such as Californians have so much favored in recent years, was a full brother to Sir Modred and Cheviot.

The Santa Anita breeding ranch of Mr. E. J. Baldwin is also one of the well known breeding establishments in California. Located at Los Angeles, the Santa Anita has had the reputation of being one of the finest and best equipped stud farms in the country. Like a few other notable turfmen of this period, Mr. Baldwin has always adhered to the practice of breeding his own horses for his racing stable. The representatives of Santa Anita have been infrequently seen in auction sales, and even at private sale their owner has rarely ever parted with them. Among the best possessions of Mr. Baldwin in years gone by have been Grinstead, Mollie McCarthy, Clara D., Volante, Lucky B., Mollie McCarthy's Last, Los Angeles, Emperor of Norfolk, Rey El Santa Anita and others.



BITTER ROOT STOCK FARM

RESIDENCE OF MR. MARCUS DALY

Started in 1890, the Bitter Root Stock Farm of Mr. Marcus Daly, located at Hamilton, Ravalli County, Montana, has become famous as one of the most extensive and most successful enterprises of its kind in the United States. Located at the foot of the Bitter Root range of mountains, from which it derives its name, the farm is an ideal thoroughbred nursery. The first suggestion of the place came to its owner far back in the sixties, when he was journeying in that unexplored region of the Northwest at the head of a relief party. It required many years before—in business enterprises, to which he was giving his undivided attention—he had amassed that fortune which enabled him to carry out the idea that was born in his youth. Having achieved unexampled success, particularly in connection with copper mining from whence came his name of “the copper king,” Mr. Daly has been able to accomplish his purposes in regard to breeding the thoroughbred upon an almost unlimited scale of expense. In its extent and in the perfection of its appointments the Bitter Root establishment has no superior in this country, and perhaps not in the world.

Altogether the property covers 20,000 acres in one piece and represents a total investment of \$2,000,000, of which \$150,000 has been spent in laying out irrigating ditches, and a six-mile system of ten-inch water mains. The farm consists of a series of ranches extending along the east side of a beautiful valley and opposite the town of Hamilton. No more magnificent or highly-cultivated collection of ranches can be found anywhere in the West. Fine residences, large stables and barns, extensive grass lands and a thorough system of irrigation combine to make this one of the world's great ranches. It is the seat of operations of a sound and well conducted enterprise that has grown steadily in importance and public favor, and has so broadened in its scope that it would be extremely hazardous for any one to venture to put a limit to its possibilities in the future.

Mr. Daly makes his home upon this beautiful estate, and, upon that portion of it known as the Home Ranch, has erected a country mansion that has been described as “undoubtedly the largest and finest in the State.” Here he spends a great deal of time when he can get away from his large business interests in the great Anaconda mining properties. The gardens in connection with the home farm are on an extensive scale. They contain hot-beds and greenhouses, and, under the management of H. A. Carmichael, results have been accomplished that may seem almost incredible to those who are not familiar with the phenomenal productivity of the West. In connection with the Home Ranch is the breeding stable for trotters, which contains stalls for three hundred horses and a three-quarter mile track for training. David Peel has charge of the breeding and D. B. Kinney of the training of the trotters. Mr. Daly, although best known

from his connection with the running turf, has also given attention to the trotting horse and his collection of trotters, both for breeding and racing, is only second to his collection of thoroughbred stock.

Of most consequence to us, however, in this connection is the thoroughbred department of the establishment. This comprises some 1,500 acres, sloping back gradually to the foot of the Bitter Root mountain range. The Hamilton Ranch, as it is called, famous as the home of Tammany, Montana, Senator Grady and other blood horses who have contributed to make the turf history of this generation notable, has been laid out upon an elaborate scale. It contains a large house for the accommodation of the men employed there, four barns or stables for work horses, a grainery and several residences. Upon this ranch is raised the bulk of the hay that is required for the stock on the farm, something over 2,000 tons being the annual figure. Here also is the famous covered half-mile race course, while adjoining it is an open mile track.

Upon the running ranch are the thoroughbred stables and the residence of Sam Lucas, who has special charge of the breeding and raising of the thoroughbreds. The year's crop of youngsters is regularly fifty or more in number. Adjoining the running ranch is the veterinary hospital, in charge of Dr. E. W. Hagyard, whose residence is nearby. In the same neighborhood are the ranches devoted to raising grain. The crop of oats annually exceeds 60,000 bushels and this product is made a specialty of the establishment, the quality of the oats being so high that Mr. Daly will use none other. Even when his horses are in the East, during the racing season, he takes great quantities of this feed wherever his stable is sent. A magnificent avenue, eighty feet wide and six miles long, running due north and south, connects these ranches. The road is well built, with running water on each side, and is lined by two rows of trees so as to make a beautiful shady drive.

The connection of Mr. Daly with the running turf is comparatively recent, extending back over less than a decade. It is not too much to say, however, that, by his liberality and enterprise and his clear foresight, no other single individual has contributed more to the contemporaneous development of the American turf. Planned on a large scale and managed intelligently, the Bitter Root Stock Farm has had a powerful influence the value of which it would be well nigh impossible to exaggerate. From the very first Mr. Daly, in addition to the careful oversight which he has himself bestowed upon this, his pet enterprise, has enlisted the services of some of the best men in their calling in this country. J. Moran, who was for years identified with the late D. D. Withers, of the Brookdale Farm, has been one of his assistants, while Matthew Byrnes, one of America's fore-



BITTER ROOT STOCK FARM

A SECTION OF THE TRAINING DEPARTMENT

most trainers, has also been identified with him. Sam Lucas, who has charge of the breeding department, was for a long time in the employ of the late August Belmont.

When at the Haggin sale, in 1889, Mr. Daly purchased Silver Fox he practically started upon his career as a turf man. He paid \$22,000 for that colt, who was by imported St. Blaise out of Maud Hampton by Hunter's Lexington, and was a half-brother of King Fox, Ban Fox and King Thomas. At the same sale he paid \$1,050 for the Darebin-Angenoria colt. At the Rancho del Paso sale in 1890 he purchased twelve head, for which he paid \$31,500, being the largest individual buyer on that occasion. The highest price he paid for any of this lot was \$7,000 for the chestnut colt by St. Blaise out of Maud. At the dispersal sale of the Nursery Stud in 1891 he was a still larger purchaser, investing \$44,000. His purchases included the mares Affinity, Belinda, Clara, Mehallah, Peeress and Wood Violet, who, with Amazon, formed the nucleus of his stud.

Some of the most famous horses known to the American turf in the last decade have come from the Bitter Root Stock Farm and frequently have carried the copper jacket and green cap of Mr. Daly to success, although his stable has not always been as triumphant as his enterprise and his service to the cause of racing have merited. Eastern racegoers first became familiar with the colors of "the copper king" when Montana made his appearance on metropolitan tracks in the Carteret Handicap, three-quarters of a mile, at Monmouth Park. Upon that occasion he carried 110 lbs. and defeated Russell, Correction, Contribution, Bermuda and others, in 1 minute, 12½ seconds. In the famous record-breaking mile against time by Salvator in 1 minute, 35½ seconds, it was Namonia out of La Favorita by imported Glenelg, that made the pace, together with the three-year old filly Rosette by Joe Hooker out of Rosa B. by Norfolk. Namonia set the pace for the first half mile. Then Montana rendered further service to his owner by capturing the Lorillard Stakes and the Suburban Handicap.

Ogden has been a distinguished colt and his success in winning the Futurity of 1896 was especially gratifying to his owner from the fact that he was home-bred, a son of Kilwarlin and imported Oriole. He not only brought glory to the Daly stable by winning the Futurity, but gained additional distinction by lowering the Futurity record a full second. Another good winner bred by Mr. Daly has been Senator Bland, who, as a three-year old, won the Farewell Handicap at San Francisco, 1¼ miles, defeating Yankee Doodle, Rey del Bandiodos and eight others, and establishing the Pacific Coast record at 2 minutes, 7 seconds. Scottish Chieftain, foaled in 1894 by imported Inverness out of Miss Darebin, has been another one of Mr. Daly's strong colts. He won brackets

the second time out at the Gravesend track. As a two-year old he won the Spring Stakes over the Futurity Course, carrying 113 lbs., covering the distance in 1 minute, 13½ seconds, and defeating Arbuckle and others. Then he won the June Stakes, also over the Futurity Course, carrying 121 lbs., and covering the distance in 1 minute, 12¾ seconds, defeating Rodemonde, Casseopia, Arbuckle and Cauldron. His most notable victory, was in the Belmont Stakes, 1¾ miles, at Morris Park, when he defeated On Deck, Octagon, Horoscope, Don de Oro and Ogden, the time—2 minutes, 23¼ seconds—being the best made over the course up to that time.

Perhaps the most popular horse that has carried the Daly colors is Tammany, whose splendid victory in the Realization of 1892, when he defeated the strongest field of rivals, will not soon be forgotten. Tammany came honestly by his marvelous qualities of speed and endurance, for he is the son of Iroquois, the brilliant American winner of the Derby, through whose sire and dam, imported Leamington, and Maggie B. B., he united strains of the most powerful blood ever known to the American turf, the Leamington, Australian, Boston and Glencoe. The dam of Tammany was Tullahoma, who was a daughter of imported Great Tom and Blink Bonny. Tammany, who is a handsome chestnut horse, was foaled in 1889 and bred at Belle Meade, in Tennessee. His first appearance was as a two-year old, when he ran in the Great Eclipse Stakes at Morris Park, beating Sir Matthew and other good ones. He also won the Criterion Stakes at Monmouth Park, but was beaten in the Futurity, and ran third in the Select Stakes.

During the season he started in six races and his winnings amounted to \$29,720. In his three-year old form he started five times, winning the Withers, the Realization, the Lorillard and the Jerome Stakes and running second for the Tidal Stakes. His winnings that year amounted to \$72,410. His winning of the Realization placed him in the first class, and his other victories that year sufficed to more fully establish his reputation. In 1893, he was started only three times, but won upon each occasion. His great achievement that year was his defeat of Lamplighter, at Guttenberg. His winnings in 1893 amounted to \$13,500, and he was then retired with a total of \$115,690 to his credit. In the stud he has been very successful. Among his get have been Tammany Hall II. out of Imported La Trappe; Senator Matts out of imported Buttermere; Tempse out of imported Tempe; Colonel Root out of imported Namesake; Tamor out of imported Oriole; Ash Leaf out of imported Ayrshire Rose; Ternary out of imported Lady Judette; Greenback II. out of Clara; Affiant out of Affinity; Croker out of Belinda; Crutch out of Beaucatcher; Grand Sachem out of Belinda; Lord Beresford out of imported Erin-go-Bragh; Amazonian out of Amazon;



BITTER ROOT STOCK FARM

STALLION STABLES

Ravalli out of imported La Trappe; Marozia out of Merry Peeress, and Barracan out of imported Barcamere.

A double glory came to the Daly Stable in 1892, for not only did Tammany win the Realization, but Montana carried off that great prize, the Suburban. Montana was foaled in 1888 and bred by Mr. J. B. Haggin, at the Rancho del Paso. He is a son of Ban Fox and imported Queen. His sire, son of King Ban and grandson of King Tom, belonged to one of the greatest modern thoroughbred families. Through his great grandam, Atlantis, he was descended from the Derby winner, Thormanby, and from Alice Hawthorne and Melbourne. Through his grandam, Maud Hampton, he traced on one side to Lexington and imported Glencoe, and on the other to Irish Birdcatcher and also through another line to Glencoe. Queen, dam of Montana, was by Scottish Chief out of Gertrude.

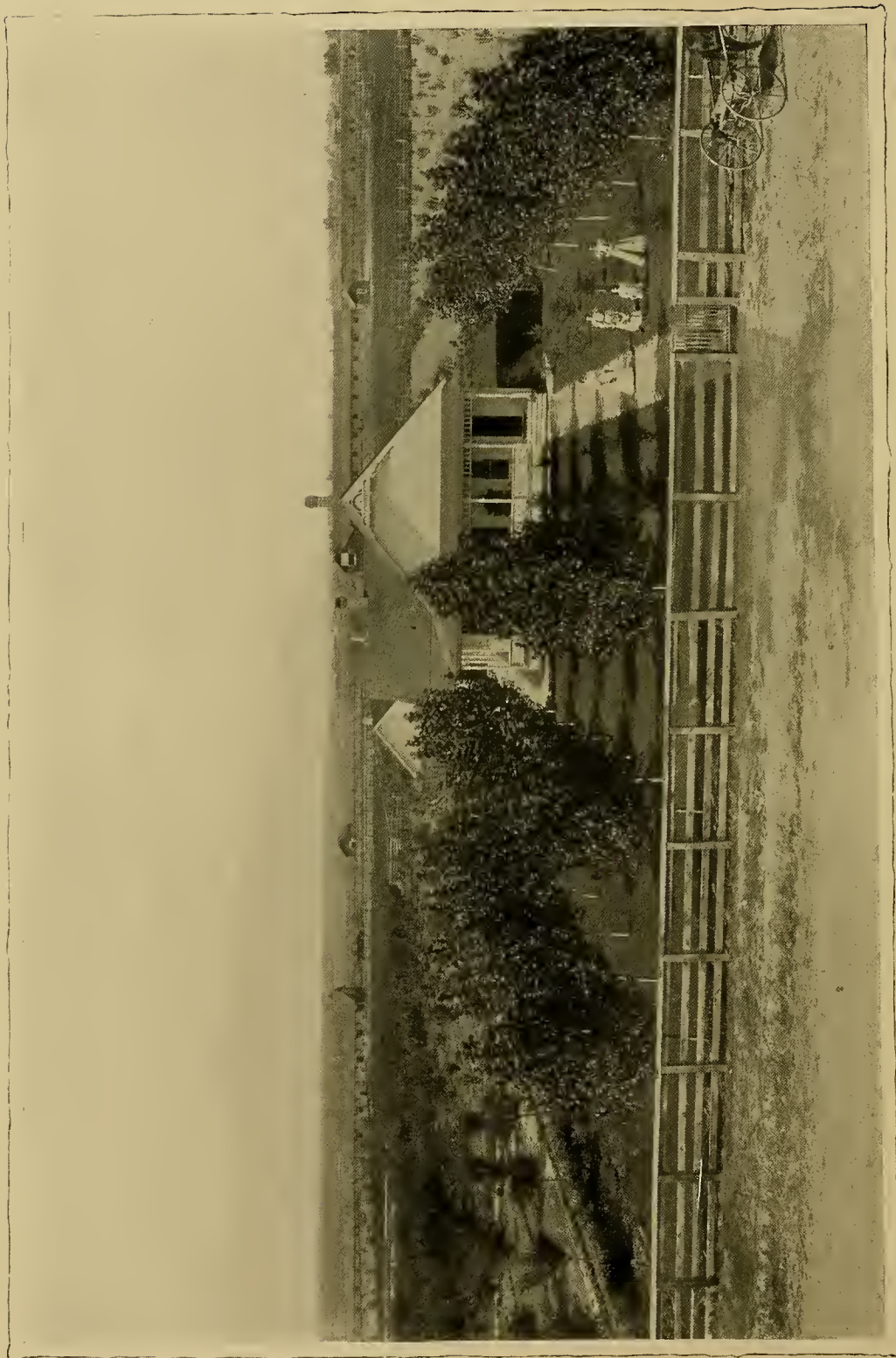
When Montana was brought out, in 1890, his first start was in the Carteret Handicap. His two other races of that year were the Futurity, in which he was a good fourth, and the Great Eastern Handicap, in which he was fifth. Wonderful things were expected of him as a three-year old, but his career that season was a disappointment. Although he went to the post nine times, he won only one race, the Lorillard Stakes. In the Withers, he finished second to Picknicker; in the Belmont was beaten by Foxford; was unplaced in the Thistle Stakes and the Omnibus; was second to Potomac in the Realization; was last in the Second Special and last, but one, in the Hickory Stakes. Besides the Suburban in 1892, he won the Comparative Stakes and the Labor Day Handicap.

Many other horses that have attained to distinction in this generation have borne the Daly colors. Prominent among them have been Senator Grady, Brown Fox, who won the Carnival Stakes at St. Paul, Minn., in 1890, Bathampton, Hamburg and Tammany Hall II. The horse, last named, was a prominent candidate for the Futurity of 1897, and was considered to be quite in that class, taking a place in popular estimation that had once been occupied by his distinguished sire. The Bitter Root Stock Farm has also sent out many colts that have done creditable work and that have reflected honor upon their place of birth. There was another son of Tammany, Grand Sachem out of Belinda, who was considered to be a formidable candidate for the Futurity, and other good product of the Farm have been Inverary II., Ben Nevis, Amazonian, Bitter Root, Ternary, Afghan, Barracan, Friar, Sam Lucas and Tullamore. Nor would the list end here had we room to make it comprehensive.

In all turf affairs in the far West during the present period Mr. Daly has been a conspicuous figure. The extent to which racing has increased in that section of the

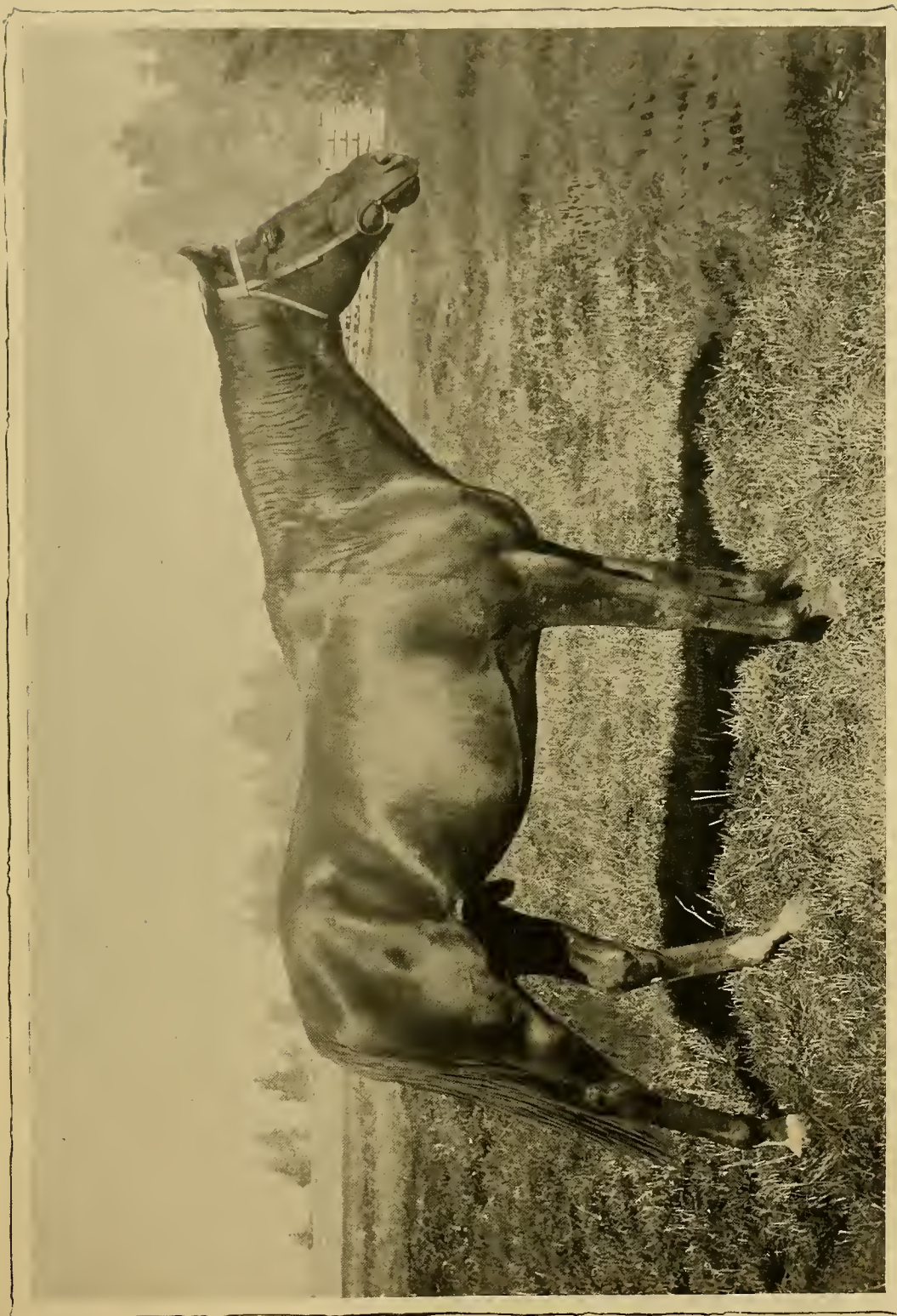
country in recent years is almost unparalleled and is scarcely comprehensible to those who have not given careful consideration to this particular feature in the modern development of the American turf. Numerous race courses have been constructed, several of them of a very superior character. They have been laid out upon a large scale and have been munificently equipped by a generous and intelligent expenditure of money, so that in the excellence of their appointments they compare favorably with those in any other part of the country. Meetings of importance are held throughout the entire season, and such has been the increase in breeding and in the number of enterprising turfmen in those parts, that the courses are supplied with good equine performers, almost without consideration as to what may be going on at the headquarters of racing, either in the North or the South. The annual meetings that are held at Butte and elsewhere have been more than ordinarily successful, not alone financially, but also from the fact that they have shown first-class racing conducted in an upright, enterprising manner.

In all this extraordinary turf activity, Mr. Daly has played an important and influential part. His Bitter Root Stock Farm has contributed in many ways to magnify the racing spirit of that section and to make it possible to build up racing affairs there. Nor has his healthful and stimulating influence been in any respect confined to the West. His stables have added to the brilliancy of the great race meetings in the vicinity of New York and in other parts of the country, and his colors have been among the most popular in these modern times. By his liberality in everything that relates to the turf, by his notable enterprise and by his sound good judgment, he has become one of the most important factors in modern racing in the United States. By his purchase of Hamburg, the best two-year old of 1897, he added further to the importance of his stable and his own position in the racing world. For the season of 1898, those of Mr. Daly's horses that are running on the Eastern track are trained by Mr. William Lakeland. They include those famous champions, Hamburg and Ogden, and also Isidor by Amphion out of Isis, Kitefoot by Buchanan out of Longshore, and the promising two-year olds, Uam Var and Larva by imported Inverness, Ilithyia and Croker by Tammany, Redcoat by Montana and Gold Car by Goldfinch. A true sportsman in every sense of the word, Mr. Daly's influence in racing affairs has been healthful, and through his energy and public spirit, he has stimulated in many others a liking for and activity in the sport.* He will occupy a large place in the history of the modern American turf, and will share with other gentlemen sportsmen of abundant means the credit of the contemporaneous revival of interest in the thoroughbred.



BITTER ROOT STOCK FARM

A SECTION OF THE BREEDING DEPARTMENT



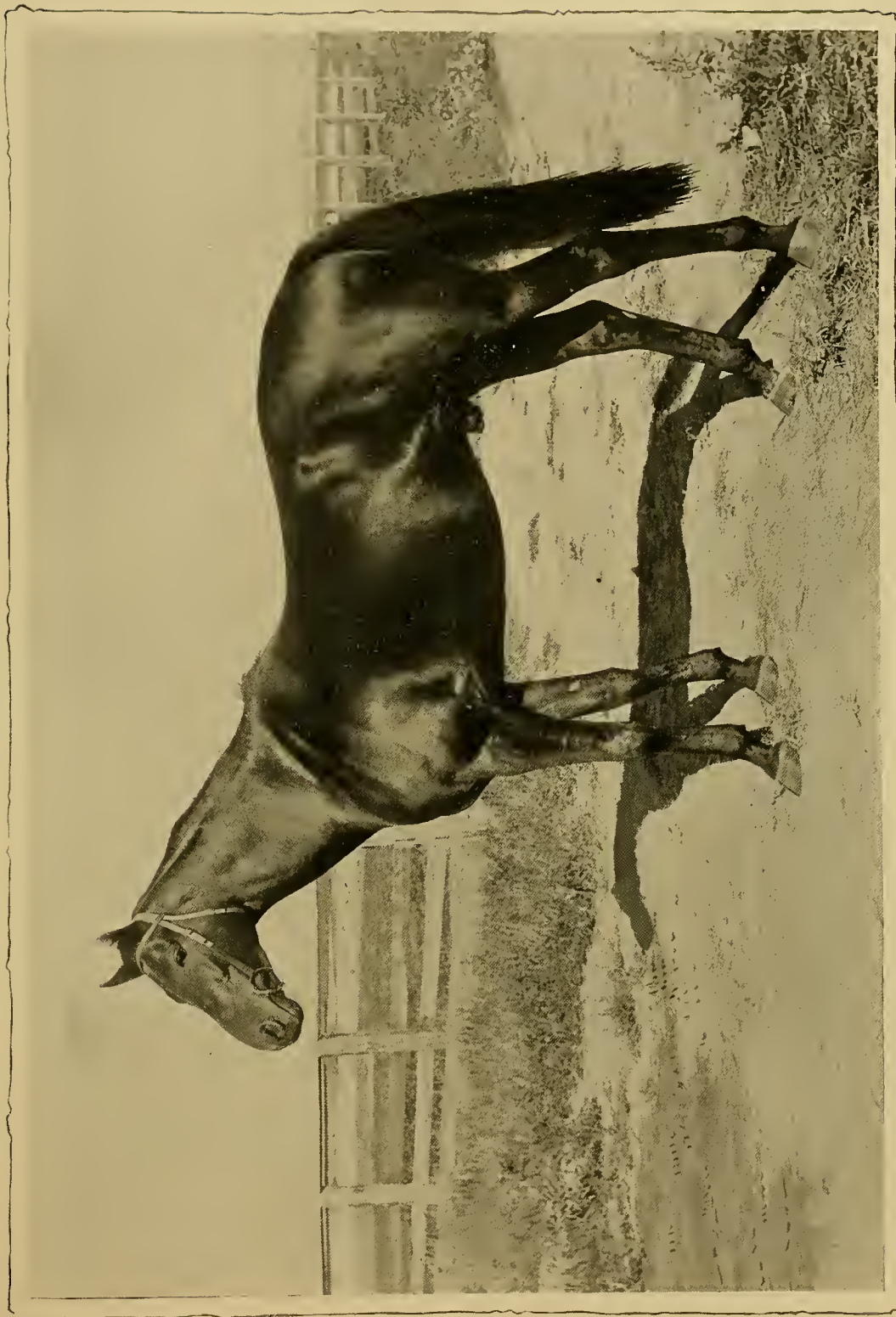
BITTER ROOT STOCK FARM

TAMMANY



BITTER ROOT STOCK FARM

INVERNESS (IMPORTED)



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BATHAMPTON (IMPORTED)



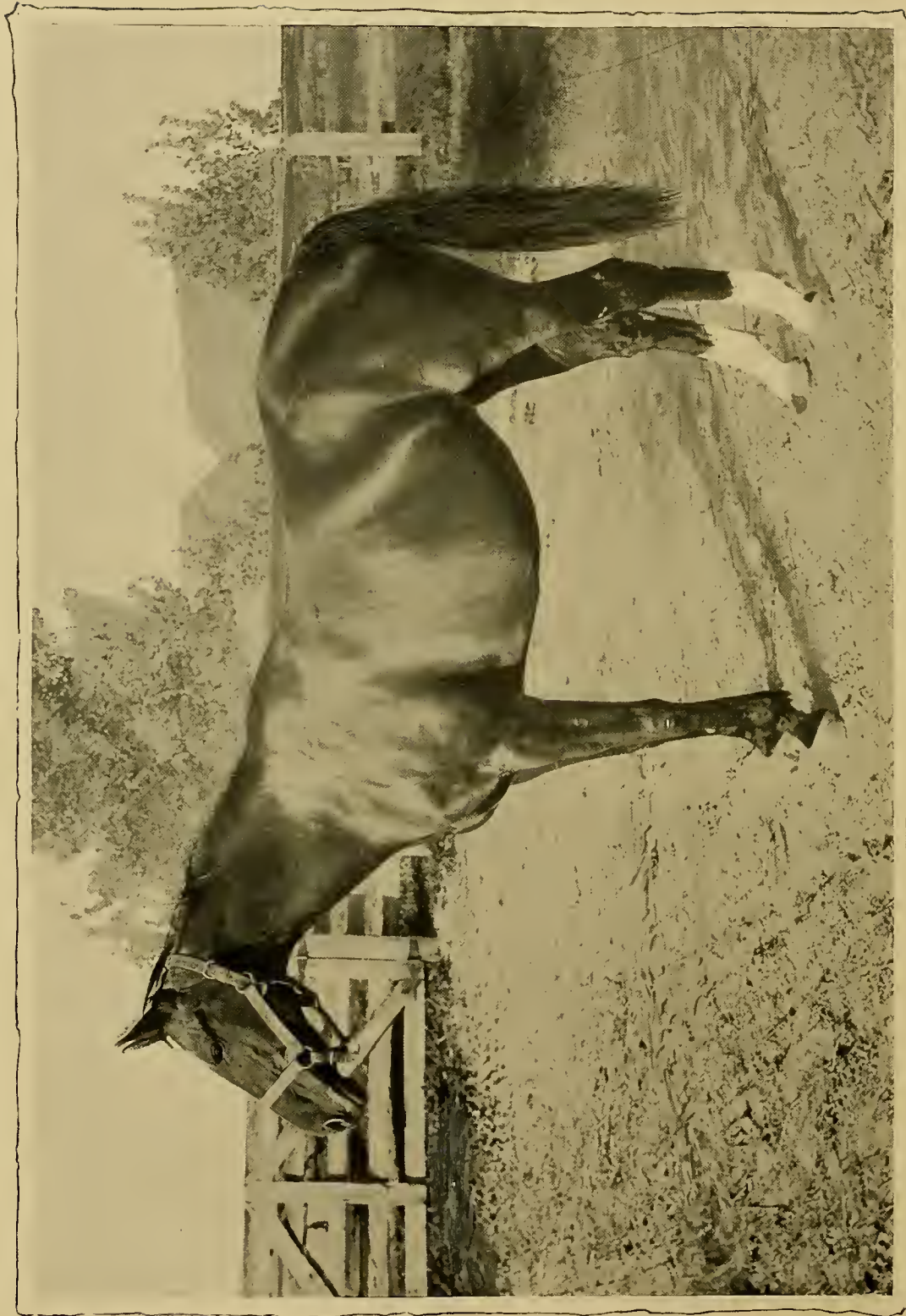
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MONTANA



BITTER ROOT STOCK FARM

THE PEPPER



BITTER ROOT STOCK FARM

BELINDA



BITTER ROOT STOCK FARM

MISS DAREBIN



BITTER ROOT STOCK FARM

WOOD VIOLET

From a consideration of the horses, such as Tammany, Montana and Ogden, that have been most in the public eye, we make the acquaintance of other inmates of the Bitter Root Stud who have performed useful parts in replenishing the ranks of American race horses. First among the stallions who are companions of Tammany is imported Inverness, who was foaled in 1888, son of Cymbal and Belle of Scotland. His sire was by Kettledrum out of Nellie Hill. Kettledrum, on the side of his sire Rataplan, was descended from The Baron, Birdcatcher, Glencoe, Sir Hercules and Sultan. Hybla, the dam of Kettledrum, was a daughter of The Provost and Otesina and was descended from Lottery, Tramp, Whisker and Bustard. Nellie Hill, the dam of Cymbal, was by Springy Jack out of Anne Page, daughter of Touchstone and Isabel by Pantaloon. On the side of his dam imported Inverness is also highly bred, Belle of Scotland being by Blair Athol out of Theresa. Through Blair Athol, son of Stockwell and Blink Bonny, Inverness had another cross of Birdcatcher and Glencoe blood and also inherited strains of Melbourne, Gladiator and Plenipotentiary. Theresa, the dam of Belle of Scotland, was a daughter of Touchstone and Olga, her dam being by Charles XII. out of Fair Helen.

Inverness was successful as a racehorse, taking several plates and purses in his two-year old form. He was started in eight races and, although he was not in very good form when the season began, was five times a winner, second once, third once and unplaced once. In his first race he ran third to Windlass and Dorothy Vernon for the Ashley Plate, and in his second ran unplaced to Lady Clare in the Walton two-year old race. Next he won the Newmarket two-year old plate and the Dyke plate at Newmarket and at the Epsom summer meeting in June ran second to Bumptious for the Stanley Stakes. At the Derby September meeting he won the Devonshire Nursery Handicap, $\frac{5}{8}$ of a mile, carrying top weight, 125 pounds, and beating eighteen others. At Newmarket he walked over for the Double Trial Plate in September, and at the same meeting won the Severals Plate. He has shown undoubted merit as a sire, his get being large and fine-looking and possessed of great speed. Senator Bland, one of the first of his get, has held the Pacific Coast record for a mile and a quarter—2 minutes, 7 seconds, besides winning other good races and beating high class horses of all ages. Inverness is also the sire of Scottish Chieftain. Others of his get have been Ben Nevis out of Flirt, Scotch Pirate and Illumine out of Wyoming, Sword Dance out of Slow Dance, Highbinder out of Homeless, Punter out of Lottery, and Marvellous and Monda out of Mascot.

Imported Bathampton ranks in importance with the other stallions of the Bitter Root Stock Farm. A bay colt, foaled in 1891, he was purchased at auction as a

yearling by Mr. Daly for 850 guineas. He is a horse of lofty lineage, being a son of Hampton and The Bat. His sire, by Lord Clifden out of Lady Langden, was one of the most distinguished horses known to the English turf, and, through both of his parents, traces to the Touchstone, Melbourne, Birdcatcher, Blacklock and other great English families. The Bat, dam of Bathampton, was by Hermit out of Cicely Hackett. Hermit, it is well known, was, on the one side of the Touchstone family through his sire Newminster, and on the other through his dam Seclusion, descended from Tadmor and further back from Bay Middleton. Cicely Hackett was by Le Marechal out of Meg of Marley. Le Marechal by Monarque out of Lady Lift was descended from Sir Hercules. Meg of Marley was a daughter of Mandricardo and Miss Tennyson. Mandricardo was a grandson of Touchstone, through his sire Orlando.

After his purchases from the Haggins and the Belmont sales, Mr. Daly became a somewhat less frequent buyer of homebred stock. He turned his attention toward the famous English racing families, being firmly convinced of the value of reinforcing the American blood from those quarters. While in nowise disposed to underrate the potency of American strains, he pursued the subject of breeding with scientific ardor, and felt the necessity of a new departure. The fashion of importing stallions from abroad long ago became fully established among all breeders, but somewhat less attention has been paid to imported mares. A few breeders have, from time to time, recognized the value that might be derived from such operations and have considerably profited thereby. Mr. Daly, believing that the English brood mare gave promise of quite as much usefulness in her way, when brought to this country, as her companions of the other sex, has made, perhaps, as extensive and important purchases of English bred mares as any proprietor of an American breeding establishment that has ever lived. His selections have always been made with remarkable acuteness and judgment.

A more notable collection of mares than that which he has gathered at Bitter Root has seldom, if ever, been seen in the United States. Among the famous sires represented by these mares have been Hampton, Barcaldine, Doncaster, Merry Hampton, Saraban, St. Blaise, Kyrle Daly, Darebin, Hyder Ali, Glenelg, The Ill-Used and Inverness. The homebred sires represented have included Luke Blackburn, Uncas, Salvator, Montana, Tammany, Alarm, Longfellow and others. The selection of these mares, whether of foreign or native birth, has always been made with special regard to strong winning lines, and the success of this plan has been fully demonstrated many times by the noted winners who have come from Mr. Daly's establishment. Some of



BITTER ROOT STOCK FARM

ISIS (IMPORTED)

these mares are fully described on succeeding pages in connection with a collection of their portraits.

Other matrons connected with Mr. Daly's establishment, most of them from its earliest days, are also entitled to recognition as well as those whom we soon shall have occasion to speak of more fully. Among these is imported Countess Therry, a chestnut mare who was foaled in 1885, and bred by Mr. J.W. Smith, of England. She came of the most fashionable blood, being on the side of her sire, Barcaldine, descended from the Melbourne, Touchstone, Birdcatcher, Stockwell and Newminster families. Her dam, Miss Edith, gave her strains of Stockwell, Touchstone and Glencoe, while she also traces to Whisker, Pipator, Matchem and D'Arcy's black-legged royal mare. To the cover of Hampton in 1894 she produced the bay filly Maid of Avenel and in 1895, by Sheen, the bay filly Corinna. Another Barcaldine mare is imported Barcameer out of imported Buttermere. In 1895, she produced to the cover of Tammany the brown filly Barracan.

A mare from the great Hampton family that Mr. Daly acquired in 1892, when she was a yearling, is imported Merry Peeress, originally named Dressmaker. She is a daughter of Merry Hampton by Hampton out of Doll Tearsheet. Her dam was Mistress of the Robes by Queen's Messenger out of Duchess of Sutherland. Through both his sire and his dam, Queen's Messenger had strains of Touchstone. The Duchess of Sutherland was by Faugh-a-Ballagh, the sire of the great Leamington. Her dam Laundry Maid was by Wintonian out of a sister to Laundress. Through Faugh-a-Ballagh, Merry Peeress had the blood of Whalebone, and also had the same strain through Laundry Maid and her sire Wintonian, who was by Camel, by Whalebone. The tenth dam of Merry Peeress was Vanessa by Regulus. In 1895, Merry Peeress threw to Tammany the bay filly Marozia. Imported Balsam Fir, dam of the bay colt Balista by Sam Lucas, comes of the most fashionable blood of England, and few mares ever imported into this country could boast of more royal lineage. She is by imported Friar's Balsam out of imported Tempe, whose first foal she was. She has four strains of Touchstone, two of Birdcatcher, one of Melbourne, one of Blacklock, one of Pantaloon, twelve of Orville, four of Emilius, two of Partisan and one each of Melbourne, Pantaloon, Queen Mary and Glencoe.

Then there is imported Crisis by imported Fernandes, out of imported Isis. Her sire was by Sterling out of Isola Bella, the latter tracing on the side of her sire, Stockwell, to Birdcatcher and Glencoe and on the side of her dam, Isoline, to Faugh-a-Ballagh and Sir Hercules. Sterling, son of Oxford and Whisper, was of the line of Birdcatcher, Emilius, Touchstone and Melbourne. Magnificat, another of Mr. Daly's best imported mares,

is by Galliard, out of Miserere, and has four strains each of Birdcatcher and Banter, five strains of Voltaire, six strains of Sultan, eleven strains of Blacklock, two strains each of Voltigeur, Touchstone, Pantaloon, Martha Lynn and Langar, three strains of Bay Middleton and one strain each of Flying Dutchman, Newminster, Stockwell and Pocahontas. Sightseer is another fashionably bred mare that Mr. Daly imported. She is by Kendall out of Lorgnette, Kendall being by Bend Or out of Windermere. The principal strains of blood in Sightseer are twelve of Orville, seven each of Blacklock and Banter, six of Touchstone, four each of Birdcatcher and Pantaloon and two each of Stockwell, Thormanby and Orlando. Maid of Avenel by Hampton out of Countess Therry; Peep Sight by Prison out of imported Lorgnette; Samara by Saraband out of imported Sacrifice; Boise by Hampton out of imported Buttermere are among the other imported matrons of the farm.

The home bred matrons of Bitter Root Stud Farm have been not less admired than their foreign sisters. The principal ones will be elsewhere fully described, but some others deserve at least passing mention. There is Bandana by imported Darebin out of Bessie Peyton, who traces to Touchstone on the one side and to Lexington on the other. In 1894, she produced to Tammany the chestnut filly, Tiger Cat. Mascot, the dam of the bay filly Malpaquet by Hyder Ali, the chestnut filly Marvellous by imported Inverness and the bay colt Monda by imported Inverness, is by imported Glenelg out of Mignon. Through Glenelg she has the Stockwell and Melbourne blood, and through Mignon, who was a daughter of Enquirer and Magnetta, she traces to Leamington, Lexington, Sovereign and Sir Charles blood. Palfiena, the dam of Protest II. and Poppinjay, both by Inverness, Palfurni by Montana and Pallucus by Sam Lucas, is a daughter of Hyder Ali and Pandora, tracing to Leamington and Lexington through her sire and to Australian, Lexington and Melbourne through her dam.

Wood Violet, a full sister to Forester, Woodflower, Woodcraft and Forest King, has been one of the most distinguished mares on Mr. Daly's ranch. A chestnut, she was foaled in 1885 and bred by Mr. August Belmont. Her sire was imported The Ill-Used, and her dam was Woodbine by Censor or Kentucky out of imported Fleur de Champs. She has the Birdcatcher, Melbourne, Sir Hercules and Touchstone strains, and also derives from the immortal Lexington and imported Glencoe. While she was the property of Mr. Belmont she was covered by St. Blaise and produced the chestnut filly, Pansy, the chestnut colt, St. Jacob, and the chestnut colt, Primrose. The best known of her get has been Senator Bland, the chestnut colt by imported Inverness. He was foaled in 1893. She is also, by Inverness, the dam of the chestnut filly, Sweet Violet, foaled in 1894.

THE AMERICAN TURF

Imported Matt Byrnes, a brown colt, was foaled in 1891. His sire was Hampton, son of Lord Clifden and

Through his grandams Matt Byrnes is descended from Woful, Waxy, Sweetbriar, Babraham, Golden Ball, Hampton's Court Childers and Lord Halifax' Bushy Molly by the chestnut Litton Arabian.

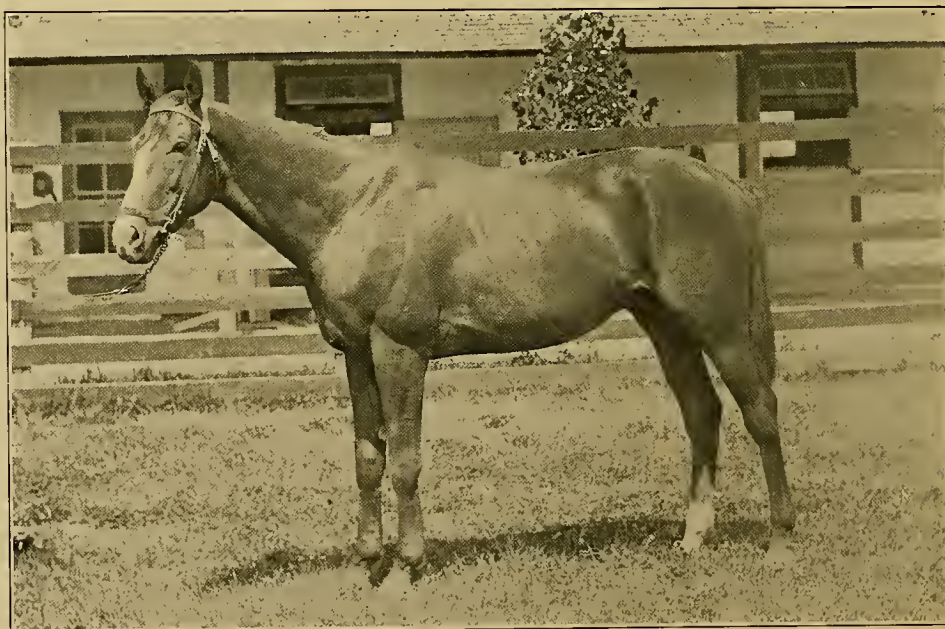


MATT BYRNES (IMPORTED)

Lady Langden. Through Lord Clifden he traces to Newminster, Touchstone, Melbourne, Voltaire and the great English families that they represented, among his other ancestors in this line being Camel, Humphrey Clinker, Whalebone, Selim, Beningbrough, Blacklock and Comus. Lady Langden, the dam of Hampton, was by Kettledrum out of Haricot, Kettledrum being a son of Rataplan and Hybla and Haricot a son of Lanercost and Queen Mary. Through Lady Langden, imported Matt Byrnes has the blood of Pocahontas, Glencoe, Tramp, Whisker, Bustard, Plenipotentiary, Gladiator and others. Cherry, the dam of Matt Byrnes, was by Sterling out of Cherry Duchess, her sire being by Oxford out of Whisper and her dam by The Duke out of Mirella. Through Sterling, Cherry traced to Birdcatcher, Flatcatcher, Sir Hercules, Guiccioli, Whalebone, Plenipotentiary, Melbourne, Emilius, Bay Middleton and Touchstone. In the dam of Cherry flowed the blood of Stockwell, Pocahontas, The Baron, Whalebone, Sir Hercules, West Australian, Orlando and the great families that they represented.

is also a matter of common knowledge, he being the son of Breadalbane and Ellermire. Through his grandam, Woodbine, Primrose has the best American blood, Woodbine being a daughter of Censor or Kentucky and

Primrose, a chestnut colt, foaled in 1892, came to Mr. Daly out of the mare Wood Violet, whom he purchased from the Nursery Stud sale. The sire of Primrose was imported St. Blaise, the famous son of Hermit and Fusee. So much has been said of St. Blaise in this volume that his pedigree need not be dwelt upon in detail here, save to say that none richer appears in the Stud Book. Through Hermit he traces to Touchstone, Tadmor, Whalebone, Waxy, Trumpator, Sultan, Selim, Bay Middleton and Blacklock. Through Fusee he has the blood of Gladiator, Touchstone, Whisker, Sir Hercules, Camel, Waxy, Pot-8-os and Emilius. Wood Violet was by imported The Ill-Used out of Woodbine. The pedigree of The Ill-Used

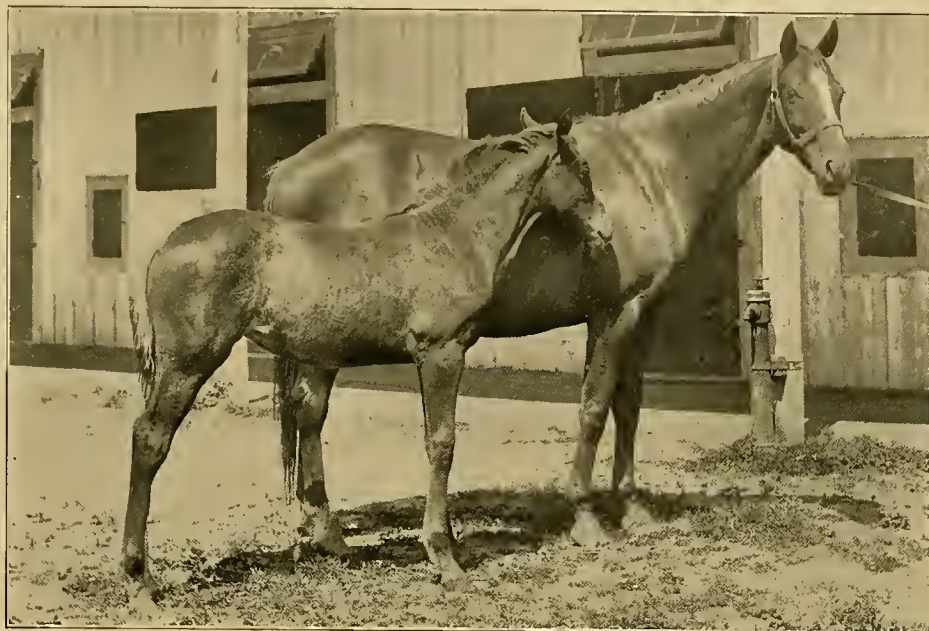


PRIMROSE

tracing to Lexington, and to Magnolia by imported Glencoe out of imported Myrtle.

One of the earliest and one of the best of Mr. Daly's importations was Isis, a chestnut mare, foaled in 1887, and bred by the Duke of Westminster. She was by Bend D'Or out of Shotover. Through Doncaster, the sire of Bend D'Or, she descended from Stockwell, Pocahontas, Glencoe, Orlando and Melbourne. The dam of Bend D'Or, as is well known, was Rouge Rose, daughter of Thormanby, the Derby winner, and Ellen Horne. Through Thormanby, the blood of that great English racing filly, Alice Hawthorne, was transmitted to Isis. Ellen Horne was by Red Shank out of Delphi. Shotover, the dam of Isis, was by Hermit, son of Newminster and Seclusion, while her dam, Stray Shot, was by Toxophilite out of Vaga. Newminster was the son of Touchstone and grandson of Camel; Seclusion, a daughter of Tadmor and Miss Sellon; Toxophilite, a daughter of Longbow and Legerdemain; and Vaga, a daughter of Stockwell and Mendicant. On the line of her dams, Isis traces to Bustard, Eclipse, Herod, Regulus, D'Arcy's

Israel by Galliard; the bay filly Crisis by Fernandez; the chestnut colt imported Isidor by Amphion; the



ISIS (IMPORTED) AND ILITHYIA

chestnut filly imported Sistrum by Common; and the chestnut filly Ilithyia by Tammany.

Imported La Trappe has had a successful career in the stud, both in this country and in Europe. A bay mare,

she was foaled in 1881, the daughter of Hermit, son of Newminster and Seclusion. Her dam was Ambuscade, daughter of Camerino and Crossfire. Camerino was by Stockwell, son of The Baron and Pocahontas, while his dam, Sylphine, was by Touchstone out of Mountain Sylph. Crossfire, the grandam of La Trappe, was by Vedette out of Crosslanes, her sire being by Voltigeur, son of Voltaire and Martha Lynn. In England, La Trappe was covered by Isonomy, Barcaldine and Apollo, producing Nomion, Barmecide and Celibacy. In this country her produce has been the bay colt Friar by Ayershire, the bay filly Mother Superior by Hyder Ali, the bay colt Trappean by Inverness, the chestnut colt Fort



LA TRAPPE (IMPORTED)

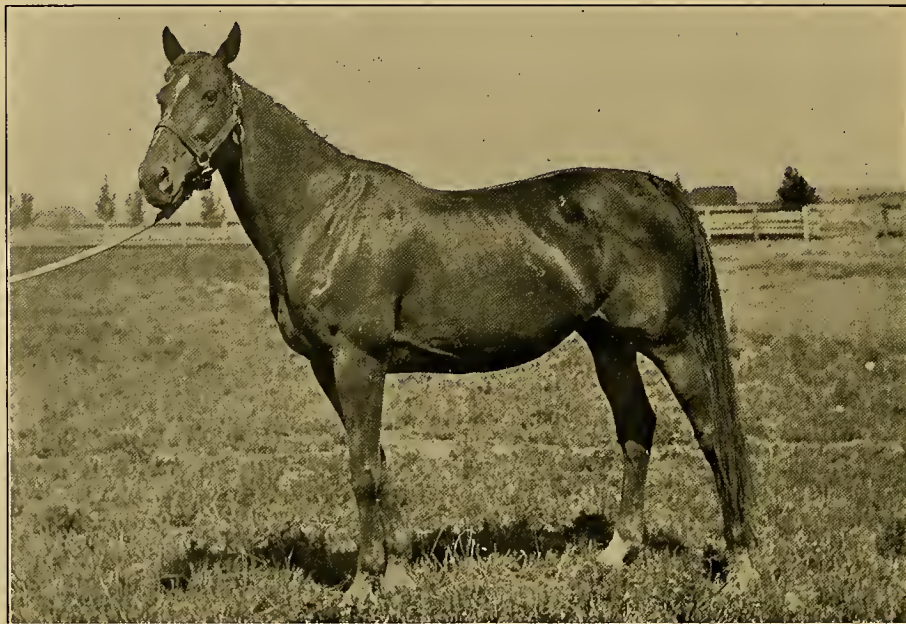
White Turk and a royal mare. Among the produce of Isis have been the filly Isiac by Roseberry; the bay colt

Augustus by imported Inverness, and the bay colt Tammany Hall II. by Tammany.

THE AMERICAN TURF

In imported Erin-Go-Bragh is combined the blood of several of the best English equine families. This chestnut mare, foaled in 1887, was bred by the Duke of Westminster. She is the daughter of Barcaldine, who was by Solon out of Ballyroe. Solon was by West Australian out of Darling's dam, who was by Birdcatcher, son of Sir Hercules and Guiccioli. Through West Australian Erin-Go-Bragh was descended from Melbourne, Humphrey Clinker and Touchstone. Ballyroe, the dam of Barcaldine, was by Belladrum out of Bon Accord, Belladrum being a son of Stockwell and Catherine Hayes, while Bon Accord was the daughter of Adventurer and Darling's dam. Farewell, the dam of Erin-Go-Bragh, was by Doncaster out of Lily Agnes. Through Doncaster the line of descent was from Stockwell, The Baron, Birdcatcher, Pocahontas, Glencoe, Marigold, Teddington, Orlando, Melbourne and Ratan. Lily Agnes was by Macaroni out of Polly Agnes, her dam being a granddaughter, through her dam, of Birdcatcher and of Agnes, by Clarion. Erin-Go-Bragh also traces to

1891, the bay filly imported Lady Judette; by Child of the Mist, in 1892, the chestnut colt Sleeping Child and

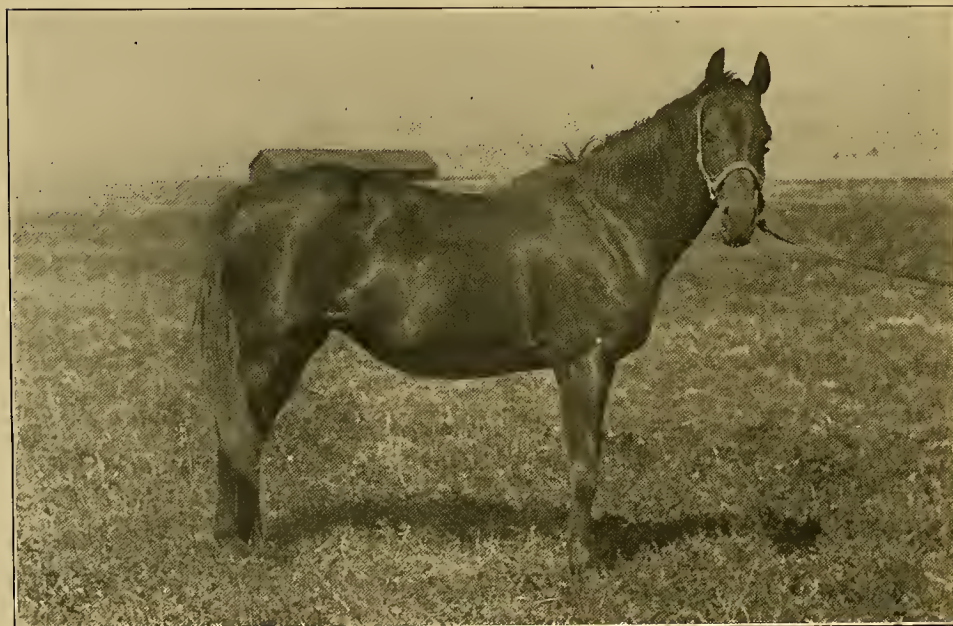


ERIN-GO-BRAGH (IMPORTED)

by Tammany, in 1895, the chestnut colt Lord Beresford.

From the establishment of Mr. Carew Gibson in England came the bay mare imported Red Spinner, who was foaled in 1879. She was by Rosicrucian out of Reaction.

Her sire was a son of Beadsman and Madam Eglantine. Beadsman was by Weatherbit out of Mendicant, being of the line of Lottery, Priam, Touchstone, Camel, Orville and Tramp. Madam Eglantine was by Cowl out of Diversion, her sire's pedigree tracing to Bay Middleton, Crucifix, Sultan and Priam, while the pedigree of her dam was through Defense and Folly to Whalebone and Middleton. Reaction, the dam of Red Spinner, was a daughter of King Tom and Waterwitch. Her dam was by Flying Dutchman out of Evening Star. In England Red Spinner produced Lammerlaw by Lammermoor, and Spanish Fly by Don Juan. She was also the dam of Bill Gwin by Springfield, imported by Mr. Daly.

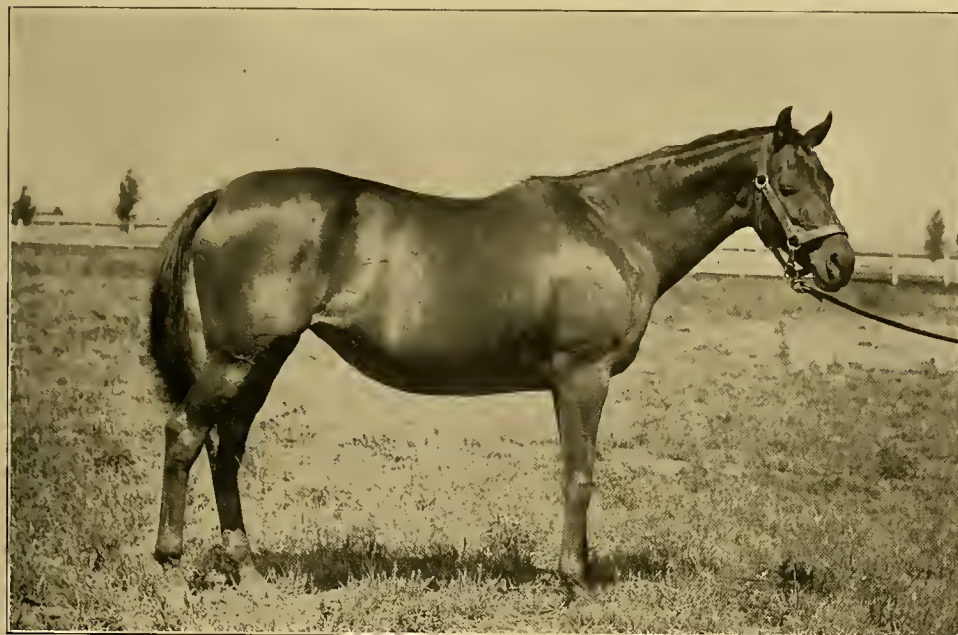


RED SPINNER (IMPORTED)

Priam, Don Juan, Pipator, Hambletonian and Young Marske. By Highland Chief, Erin-Go-Bragh produced, in

In this country she produced the bay filly Gwendolyn to the cover of St. Simon.

Foaled in 1883, the brown mare imported Lorgnette was bred by Lord Rosslyn. She was by Speculum out of Thorwater. Doncaster was by Stockwell out of Marigold. Stockwell being by The Baron, son of Irish Birdcatcher and Echidna, and out of Pocahontas, daughter of Glencoe and Marpessa. Marigold, through her sire, Teddington, traced to Orlando, son of Touchstone, and to Miss Twickingham, daughter of Rockingham. The dam of Marigold was a sister of Singapore and a daughter of Ratan, who was by Buzzard; her grandam was a daughter of Melbourne and Lisbeth; Thorwater, the dam of Buttermere, was by Thormanby out of Fairwater, her dam being by Loup-garou out of The Bloomer, Loup-garou coming from the Lanercost and Moonbeam families and The Bloomer from the Melbourne, Velocipede and Tramp families. The sixth dam of Buttermere was by Bustard, and her seventh dam, Olympia by Sir Oliver. The produce of Buttermere has included the bay filly, Barcamere, and the bay colt, Barbecue, both by Barcaldine; the bay colt, Butte, and the bay filly, Boise, both by



LORGNETTE (IMPORTED)

Miss Middlewick. Her sire was a son of Vedette, who was by Voltigeur out of Mrs. Ridgeway, while his dam Doralice, was by Alarm or Orlando out of Preserve, thus giving to him the blood of Touchstone, Vulture, Emilius and Mustard. Miss Middlewick, the dam of Lorgnette, was a daughter of Scottish Chief and Violet. Through Scottish Chief she derived from Lord of the Isles, son of Touchstone and Fair Helen by Pantaloon out of Rebecca. Sister Ann, the dam of Scottish Chief, was by The Little Known out of Bay Missy, The Little Known being a son of Muley and Lacerta, and Bay Missy a daughter of Bay Middleton and Camilla. Violet, the dam of Miss Middlewick, was by Thormanby, her dam being Woodbine by Stockwell out of Honeysuckle, who, a daughter of Touchstone and Beeswing by Dr. Syntax, was a sister to Newminster. Other ancestors of Lorgnette were Ardrossan, Whitworth, Young Marske, Regulus, Lord Morton's Arabian, Mixbury, Bay Bolton, Coneyskins, Hutton's grey barb, the Byerly Turk, Hutton's royal colt, Buster and the Helmsley Turk. The produce of Lorgnette have been the bay filly Sightseer by Kendal; the bay filly Peepsight by Prism; and the bay filly Common Sight by Common.

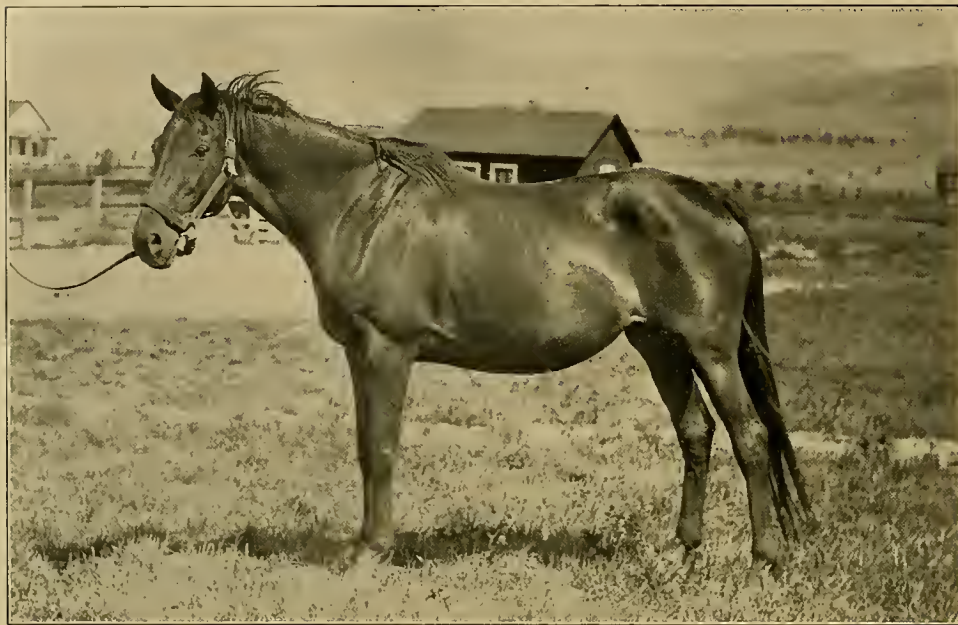
From the establishment of the Duke of Westminster came the bay mare imported Buttermere, who was Hampton; the bay colt, Bitter Root by Royal Hampton, and the chestnut colt, Senator Matts by Tammany.



BUTTERMERE (IMPORTED) AND SENATOR MATTS

A fair winner on the turf. imported Irony, has also a good record as a producer. A chestnut mare, she was

colt Lamprey by Beauclerc, the chestnut colt Junius by Albert Victor and the brown filly Vampire by Gallopin, all of them being winners, and the last-named being purchased by the Duke of Westminster for £1,050.



IRONY (IMPORTED)

foaled in 1881, being by Rosebery out of Sarcasm. Her sire was a son of Speculum by Vedette out of Doralice, and his dam was Ladylike by Newminster out of Zuleika. Through both his sire and his dam Rosebery was descended from Touchstone and Whalebone and among his other ancestors of note were Orlando, Voltiguer, Orville, Muley, Beningbrough, Beeswing, Birdcatcher, Blacklock, Sir Hercules and Selim. The dam of Irony was by Breadalbane, of the Stockwell and Blink Bonny families. Her dam was Jeu D'Esprit, daughter of Flatcatcher and Extempore. Through Flycatcher Irony has another cross of Touchstone and through Flatcatcher's dam, Decoy, she traces to Filho-da-Putá, Haphazard and Peruvian. Extempore was a daughter of Emilius by Orville out of Emory, and her dam was Maria by Whisker out of Gibside Fairy. On the side of her dams Irony has the blood of Sir Peter Teazle, Matchem, Miss Slammerkin, and D'Arcy's black-legged royal mare. In England, Irony produced the bay

Imported Close the Door, a bay mare, was foaled in 1887. She is by Wisdom, one of the best sires in England. Wisdom was a son of Blinkhoolie and Aline, his sire being by Rataplan out of Queen Mary. Rataplan was descended from Birdcatcher, Economist, Glencoe and Muley, while Queen Mary traced to Gladiator, the son of Partisan and Pauline, to Plenipotentiary by Emilius and to Myrrha by Whalebone out of Gift. Through Aline, the dam of Wisdom, Close the Door traces in other lines to Birdcatcher, Economist, Glencoe and Muley, the sire of Aline being Stockwell by The Baron out of Pocahontas. Jeu D'Esprit, the dam of Aline, gave to her daughter the Touchstone and Emilius pedigrees. The dam of Close the Door was Draughty, daughter of Exminster, who was the son of Neminster and Stockings. The produce of Close the Door have

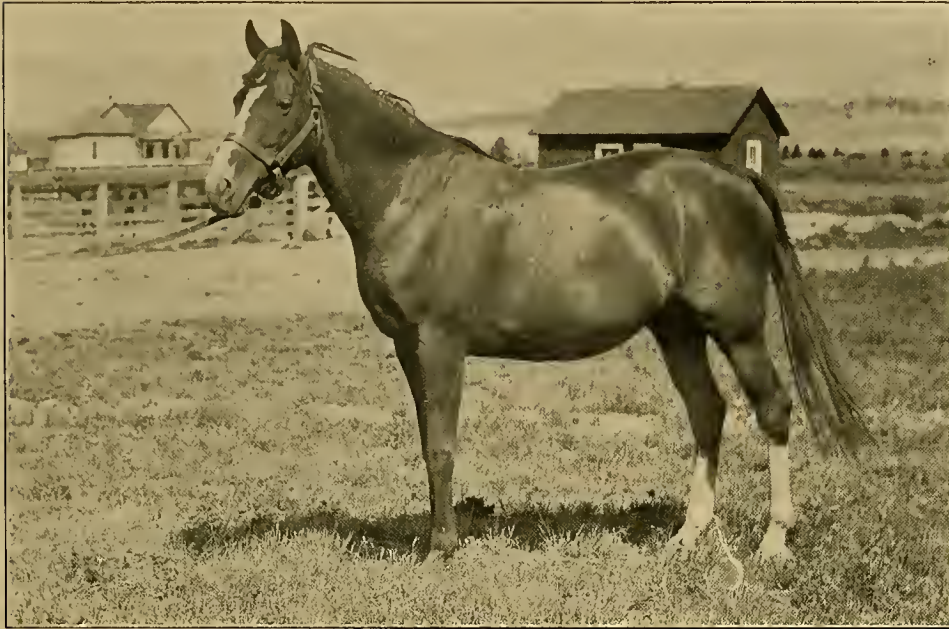


CLOSE THE DOOR (IMPORTED)

included the chestnut colt Mistral II. by Florentine and the chestnut filly Open Doors by Tammany.

THE AMERICAN TURF

Purchased at Tattersall's Newmarket sale in 1892 for 200 guineas, imported Miserere produced the filly Mag- Byerly Turk, the Taffolet Barb, Place's White Turk and the natural Barb mare.



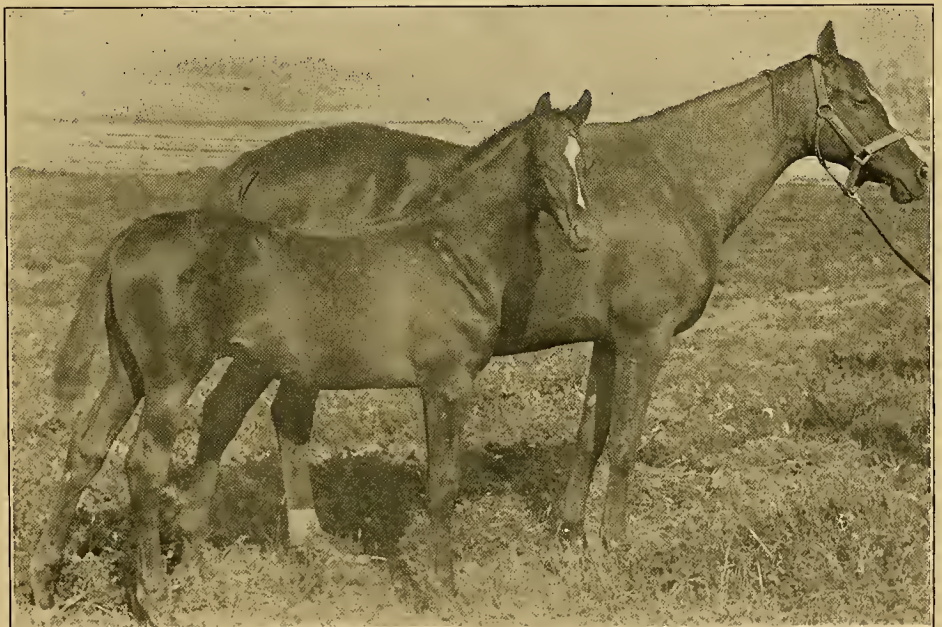
MISERERE (IMPORTED)

nificat by Galliard, and also the chestnut colt Missioner by the same sire. Miserere, who was foaled in 1887, a handsome chestnut mare, was by The Miser out of Pauline. Her sire was a son of Hermit and La Belle Helene. Through her grandsire, who was a son of Newminster and Seclusion, she traces to Touchstone, Camel, Dr. Syntax, Tadmor, Sultan, Bay Middleton and Crucifix. Through her grandam, La Belle Helene, daughter of St. Albans and Teterrima, she is descended from Stockwell, Bribery, Pantaloon, Voltigeur, Bay Middleton and Malek. On the side of her dam, Pauline, Miserere is quite as richly endowed as through her sire. Pauline was by Cock Robin out of Polly Plush, Cock Robin being a son of Chanticleer and Forlorn Hope, and Polly Plush a daughter of Orlando and Plush. Thus the famous Birdcatcher, Whalebone, Blacklock, Waxy, Touchstone, Selim, Emilius and other great English families gave to Miserere several crosses.

On the side of her dams she traces to Trumpator, Highflyer, Snap, Bay Bolton, Darley's Arabian, the

traced to the Touchstone and Humphrey Clinker, Blacklock, Melbourne and Selim families. The dam of imported Petticoat was Pelisse, daughter of The Baron and Pelierine. The produce of Petticoat has included The Nude

Few brood mares ever imported into this country have had better blood than imported Petticoat, who was purchased privately at Newmarket by Mr. Daly for 450 guineas. A chestnut mare foaled in 1888, her sire was Doncaster, a winner of the Derby, who was also the sire of Ben D'Or, another Derby winner, who, in turn, was the sire of Ormonde, the Derby winner and "the great horse of the century." Doncaster was a son of Stockwell, who was by The Baron out of Pocahontas and thus he had strains of the Whalebone, Whisker, Blacklock, Selim, Tramp and other noted families. Marigold, the dam of Doncaster, was by Teddington out of the Sister to Singapore, and through her he



PETTICOAT (IMPORTED) AND MOLLER

by St. Gatien; Chiffie by Prism; Tea Gown by Montana and Moller by Montana.

THE AMERICAN TURF

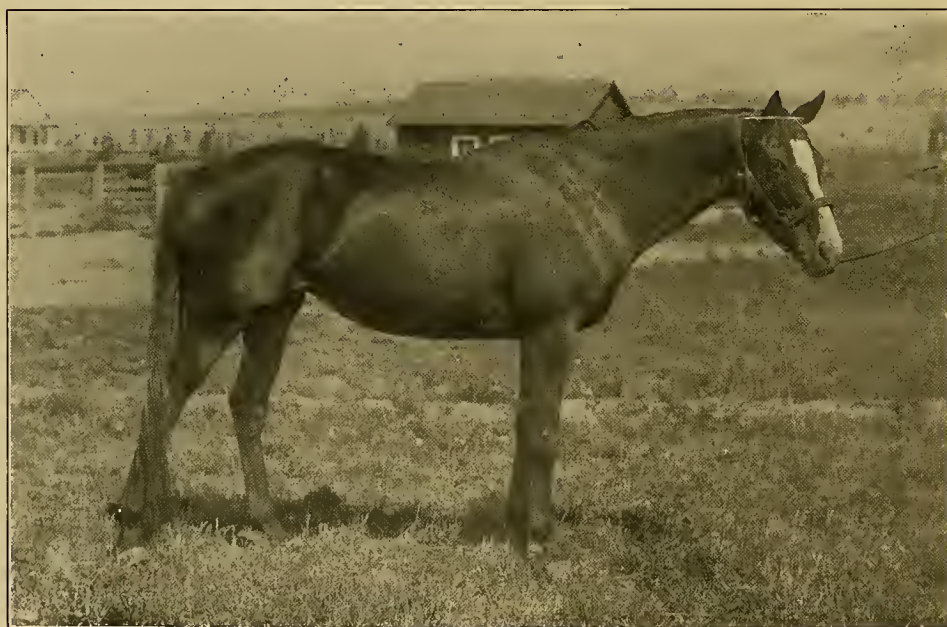
Imported Tempe cost her owner 470 guineas at Tattersall's Newmarket sale in 1892. She can boast of having the blood of the best English families. A bay mare foaled in 1889, her sire was Tynedale and her dam Temeraire. Tynedale was by Warlock out of Queen of Tyne. The pedigree of Warlock takes us back through Birdcatcher to Sir Hercules, Whalebone, Waxy, Guiccioli and Chanticleer and through his dam, Elphine, to Emilius, Whiskey, Bustard and Beningbrough. Queen of Tyne, by Tomboy, out of a daughter of Whisker traced to Smolensko, Orville, John Bull, Waxy, Pot-8-os, Trumpator and Prunella. Through her dam Temeraire, Tempe has crosses of Touchstone and Emilius. The sire of Temeraire was Adventurer by Newminster, son of Touchstone and Beeswing, and out of Palma, daughter of Emilius and Francesca, the latter being a daughter of Partisan, granddaughter of Orville and great-granddaughter of Buzzard. Witchery, the dam of Temeraire, was by Dundee out of a daughter of The Cure and

was a great-grandson of Gladiator. Elphine gave to Witchery the Orville, Bustard and Beningbrough strains.



TEMPE (IMPORTED) AND TEMPEAN

The produce of Tempe has included the Bay filly Balsam Fir by Friar's Balsam; the bay filly Devil's Dream by Chittabob; the bay filly Tempse by Tammany; and the bay colt Tempean by Sam Lucas.



THE TASK (IMPORTED)

Elphine. Dundee, son of Lord of the Isles, was a grandson of Touchstone and through his dam, Marmalade,

imported Sain by St. Serf, and in 1895, the chestnut filly, Shimoga by Sir Hugo.

Winner of the Devonshire Nursery Stakes in 1891, imported The Task was regarded in England as an excellent race mare in her two-year old form. She was foaled in 1889 and bred by the Duke of Portland. Her pedigree runs back to Mrs. Cruikshank by Walbeck; Tramp's dam by Gohanna; Fraxinella by Trentham; Everlasting by Eclipse; Hyena by Snap; Miss Belsea by Regulus, and also to Woodpeck, Bartlett's Childers, Honeywood's Arabian, and Bowe's Byerly Turk mare. The sire of The Task was Barcaldine, son of Solon and Ballyroe. The pedigrees of Solon and of Ballyroe are familiar. The dam of The Task was Satchel, a daughter of Galopin and Quiver. In 1894,

The Task threw the brown colt

Bred by John Watson, of England, imported Namesake, a bay mare, foaled in 1889, is a half-sister to Geheimness, winner of the Oaks in 1883. Some of the richest strains of English equine blood unite in her. She was a daughter of Hampton and Nameless. The pedigree of Hampton is as familiar as a household word in turf circles, his sire, Lord Clifden, tracing to Newminster, Touchstone, Dr. Syntax, Melbourne and Voltaire, and his dam, Lady Langden, tracing through Kettledrum to Rataplan, The Baron and Pocahontas, and through Haricot to Lanercost, Gladiator and Plenipotentiary. Another cross of Rataplan and Queen Mary came to Namesake through her grandsire Blinkhoolie, the sire of her dam Nameless and the son of Rataplan. The dam of Nameless was No Name, daughter of Teddington and Queen of Beauty, her sire being by Orlando out of Miss Twickenham, and her dam a daughter of Melbourne and of Birthday, who was by Pantaloon out of Honoria by Camel. The sixth dam of Namesake was Maid of Honor by Champion; her seventh dam Etiquette by

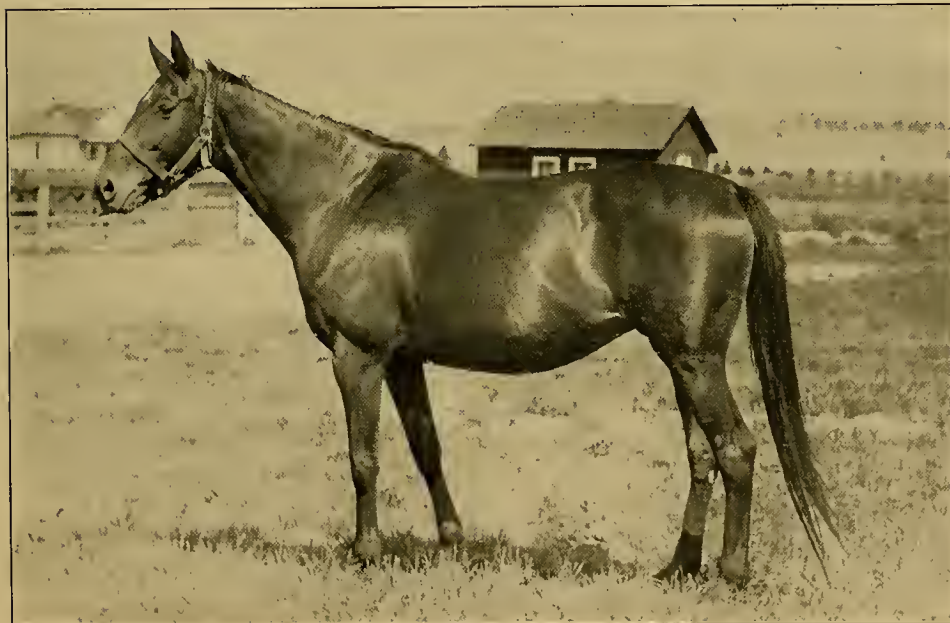
she also traces to Matchem, the Newton Arabian, Ely Turk, St. Martin and the Oldfield mare. Namesake



NAMESAKE (IMPORTED) AND NAMELY

has produced Nominal by Inverness; Colonel Root by Tammany, and Namely by Saint Lucas.

Two crosses of Touchstone, two of Birdcatcher, two of Partisan, three of Sultan, four of Blacklock, and two of Monimia, combined to give imported Sacrifice as rich blood as ever flowed in the veins of any English thoroughbred. She also includes among her ancestors Newminster, Rataplan, Stockwell, Glencoe, Whisker and other great thoroughbreds of Royal descent. A bay mare, foaled in 1881, she is by Hampton out of Sanctity. Her sire has been one of the noblest horses in the stud in this generation, being the sire of no less than three winners of the Derby, Ayrshire, Merry Hampton and Ladas. Sanctity, the dam of Sacrifice, was by Caterer out of Dame Alice, who was the dam of many winners. The produce of Sacrifice has included Society by Marquis Townshend; Stadtholder by New Holland; Scapular by Marquis Townshend; Mintmaster by Minting; Leveret by Galopin; and Samara by Saraband.

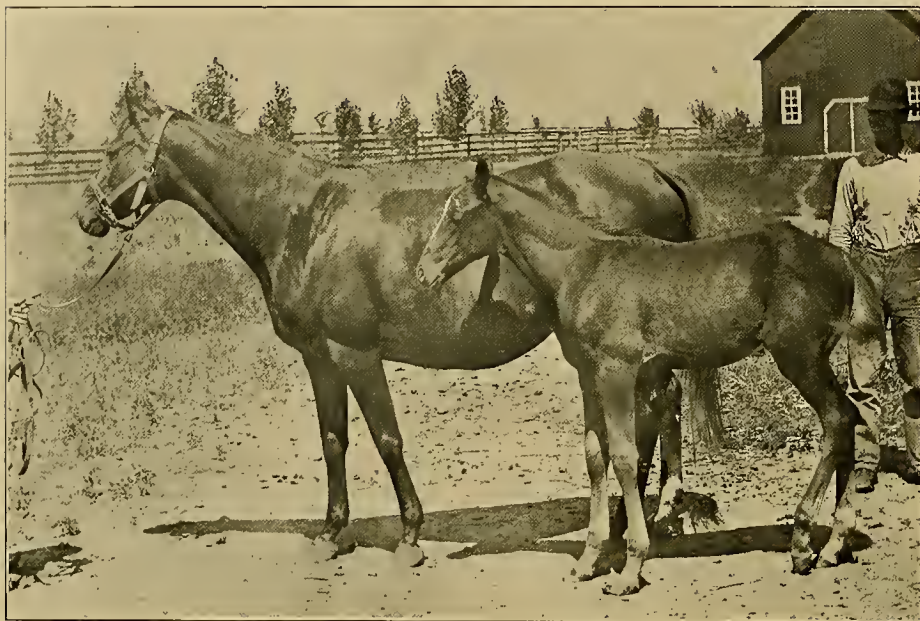


SACRIFICE (IMPORTED)

Orville; her eighth dam Boadicea by Alexander; and her ninth dam Brunette by Amaranthus. On the side of her

The pedigree of imported Oriole includes three winners of the Derby and other great thoroughbreds of the

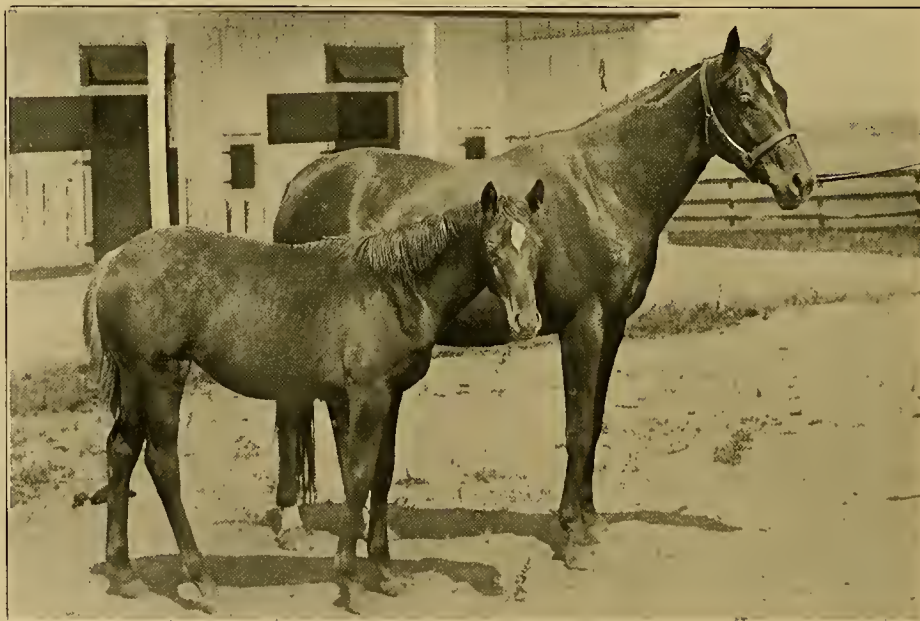
and was also the dam of Dourance, who won \$25,000 in stakes, and was the grandam of the fleet Grey Leg. Her sire, Monarque, was also the sire of the great Gladiateur. She, herself, was the dam of Flageolet, who became the sire of Rayon D'Or. Fenella's half brother, Flageolet, was the sire of winners, who took \$600,000 in stakes and purses in England and France. Among the produce of Oriole have been Ogden, the winner of the Futurity, by Kilwarlin; Black Cap by Royal Hampton; and Tamor by Tammany.



ORIOLE (IMPORTED) AND TAMOR

English turf. It shows three crosses of Touchstone, three of Catton, and two of Defence, and also is strong with such great names as Birdcatcher, Newminster, Rockingham, Picton, Alice Hawthorne, Muley. Selim, Plenipotentiary, Emilius, Waxy, Dr. Syntax, Benningbrough, Smolensko, Whalebone and Partisan. The sire of Oriole was Ben D'Or, the Derby winner, and sire of Ormonde. Through both his sire and his dam Ben D'Or had the proud inheritance of Derby honors, his sire, Doncaster, and Thormanby, the sire of his dam, being distinguished winners of the Blue Ribbon of the English turf. He transmitted these honors to his son Ormonde, who also became a Derby winner. It would almost seem, from these brilliant records, as though the winning of the Derby was a tradition in this family. The dam of imported Oriole was Fenella, daughter of Cambuscan and La Favorita. Cambuscan was by Newminster out of The Arrow, the latter being by Slane out of Southdown. La Favorita was foaled in France,

sire Ayrshire Rose traced by several different lines to Touchstone, Melbourne, Stockwell, and Pocahontas. Rose of Lancaster, the dam of Ayrshire Rose, was by Doncaster, the Derby winner, and out of Rouge Rose. Ayrshire



AYRESHIRE ROSE (IMPORTED) AND ASH LEAF

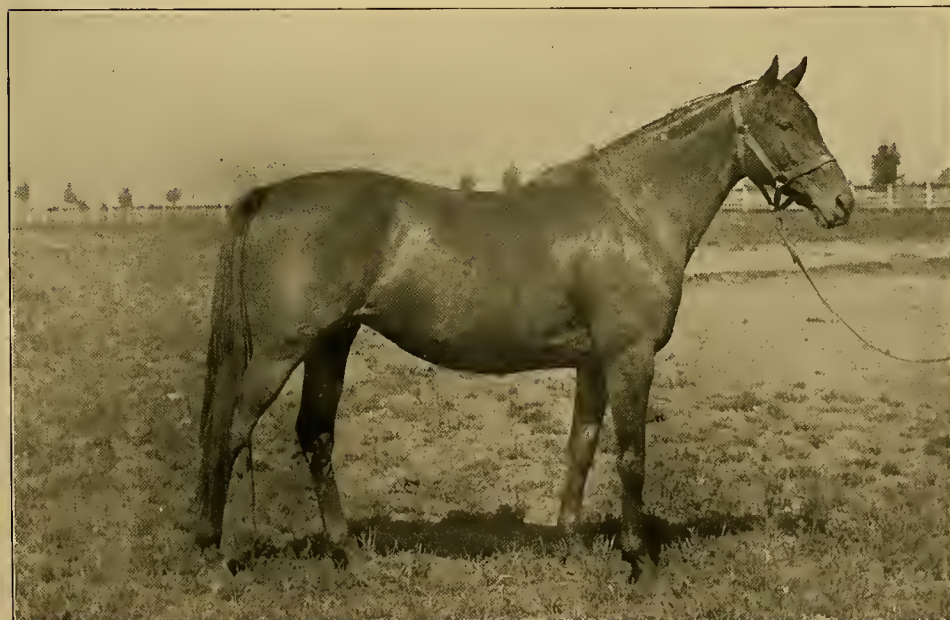
Rose produced the chestnut filly Ash Leaf, who was thrown in 1895 to the cover of Tammany.

Imported Gwendolyn, a bay mare with a star on her forehead, was foaled in 1891. She was bred in England but imported to the United States in embryo by Mr. Daly. She is the daughter of St. Simon by Red Spinner. St. Simon, a son of Galopin and St. Angela, had the best blood of England on both sides of his pedigree. Galopin, by Vedette out of Flying Duchess had, as we have several times heretofore seen, royal blood in every vein. St. Angela, daughter of King Tom and Adeline, had also in her pedigree some of the best crosses known to the Stud Book. Her sire, King Tom, was a son of Harkaway, who was by Economist out of Fanny Dawson, while the dam of King Tom was the celebrated Pocahontas, by Glencoe out of Marpessa. Adeline, the dam of St. Angela, was by Ion out of Little Fairy, Ion being a son of Cain and Margaret, and Little Fairy being by Hornsea out of Lacerta. The pedigree of Red Spinner, dam of Gwendolyn, and also an inmate of Mr. Daly's stud, has been given at length on a preceding page of this volume. Gwendolyn was covered by imported In-

country by Mr. Daly, her bay filly, imported Lady Judette, came in embryo. The pedigree of Lady



GWENDOLYN (IMPORTED) AND GWENNIN



LADY JUDETTE (IMPORTED)

verness and, in 1896, threw to him the bay filly Gwennin.

When imported Erin-Go-Bragh was brought to this

Judette is of the most distinguished character. That part of it which traces through her dam, Erin-Go-Bragh, has been already given on the page devoted to a sketch of that famous brood mare. The sire of Lady Judette

was Highland Chief, and through him she has descent from several of the most illustrious lines known to the English turf. The sire of Highland Chief was Hampton by Lord Clifden out of Lady Langden, and the strains of blood thus uniting in Hampton are too well known to need more than the merest reference to them. Corrie, the dam of Highland Chief, was a daughter of Stockwell, son of The Baron and Pocahontas. Her dam, Mayonnaise, was by Teddington out of Picnic, Teddington being the son of Orlando and Miss Twickenham and Picnic the daughter of Glaucus and Estella. The sixth dam of Lady Judette was Agnes by Clarion; her seventh dam, Annette by Priam; her eighth dam,

Potentate's dam by Don Juan. In 1895, Lady Judette produced the bay colt Ternary by Tammany.

THE AMERICAN TURF

Foaled in 1891, imported Maiden Poem is the daughter of Master Kildare or Laureate, the latter being accepted. Laureate was a son of Rosicrucian and Laura. His sire, by Beadsman out of Madam Eglantine, was also the sire of imported Red Spinner. Laura, the dam of Laureate, was by Orlando out of Torment. Through her sire she had strains of Touchstone, Selim and Bustard. Through her dam, a daughter of Alarm and out of a daughter of Glencoe, she had the valued strains of Defence, Sultan and Whalebone. Through her dam, Maiden Belle, Maiden Poem has crosses of Touchstone, Glencoe, Whalebone and Melbourne. Maiden Belle was a daughter of Beau Brummel and Maiden Hair, her sire being by George Frederick out of Ma Belle. George Frederick was the son of Marsyas and the Princess of Wales, his sire being by Orlando out of Malibran, and his dam by Stockwell out of The Bloomer, who was by Melbourne out of Lady Sarah. Ma Belle was by Lord Clifden out of Dulcibella, a daughter of Voltigeur. Maidenhair by Broomiclaw, son of Stockwell and Queen Mary, was out of Fern. Brought to the cover of Sam Lucas, Maiden

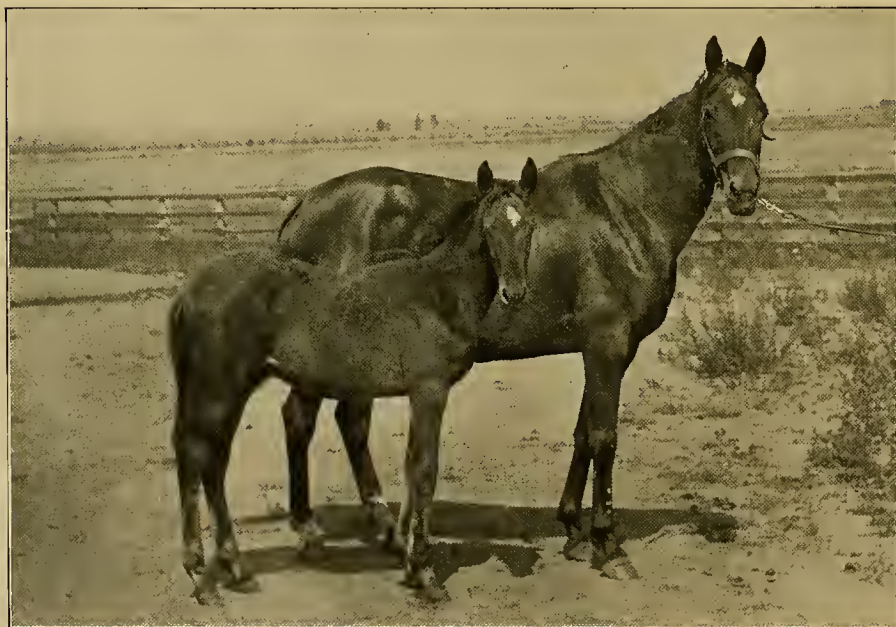
of Flora, was purchased by Mr. Daly as a yearling for 250 guineas. She is as royally bred as any mare that



MAIDEN POEM (IMPORTED) AND CLEODORA

has ever been served in the United States. Her sire, Bendigo, was by Ben Battle out of Hasty Girl. The sire of Ben Battle was by Rataplan, whose pedigree has been frequently given. Young Alice, the dam of Ben

Battle, was by Young Melbourne, son of Melbourne and Clarissa, and out of Sweet Hawthorne, daughter of Sweetmeat and Alice Hawthorne. Hasty Girl, the dam of Bendigo, was by Lord Gough out of Irritation, the former being by Gladiateur, by Monarque out of Miss Gladiator, and of Bataglia by Rataplan out of Espoir, daughter of Liverpool and Esperance. Irritation was by King of Trumps out of Patience, the former being a son and the latter a great granddaughter of Velocipede. On the side of her dam imported Benefactress is equally well bred. Her dam, Flora, was a daughter of Buccaneer and Violet. Buccaneer, by Wild Dayrell, was out of a daughter of Little Red Rover and Éclat; and Violet, the dam of Flora, was the daughter of Voltigeur and Gar-



BENEFACRESS (IMPORTED) AND BELLOVESUS

Poem, in 1896, produced the bay filly Cleodora. Foaled in 1892, imported Benefactress by Bendigo out

land. In 1896, Benefactress threw to imported Inverness, the dark brown colt, Bellovesus.

THE AMERICAN TURF

Foaled in 1879, the bay mare Clara was bred by the Honorable August Belmont. She is one of the best



CLARA

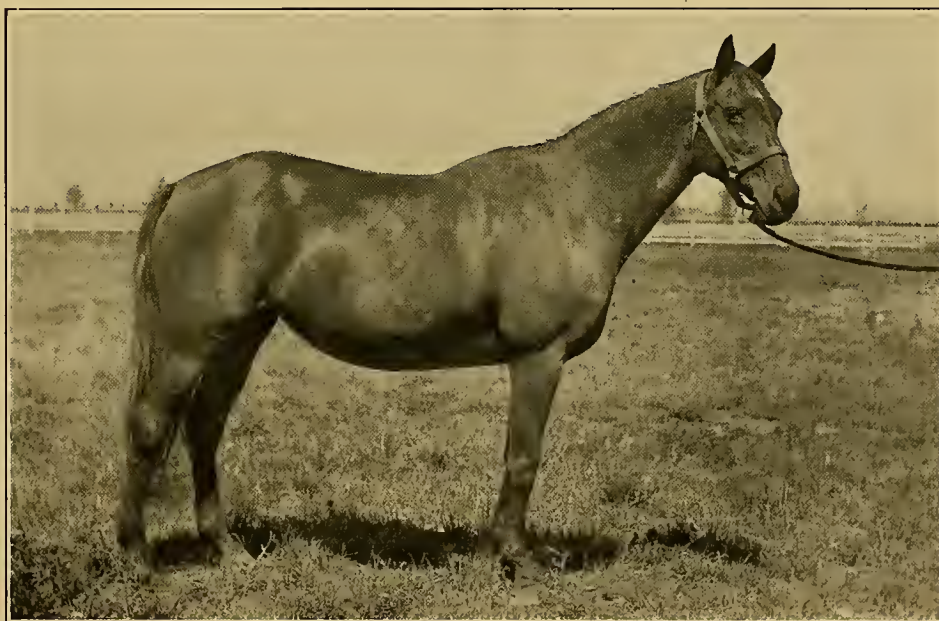
daughters of imported The Ill-Used, whose pedigree and history has already become an important chapter in the Stud Book of this country as well as of England. It is only necessary to record the parentage of The Ill-Used, who was by Breadalbane out of Ellermire, to show clearly the richness of his blood. Camilla, the dam of Clara, was not less highly bred than the stallion who served her. She was a daughter of King Tom and Agnes. King Tom, through his parents, Harkaway and Pocahontas, traced to Economist, Whisker, Fanny Dawson, Glencoe and Muley. Agnes, representative of that great family known by her name, was by Pantaloon out of Black Agnes, and through her sire was descended from Buzzard and Selim, and through her dam from Velocipede, Blacklock and imported Diomed. On the side of her dam Clara also traces to Squirrel, Marske, Driver, Merlin, Commoner, the Selaby Turk and Place's White Turk.

Clara has been very productive. Her sons and daughters have included the bay filly Marie Jansen and the bay

filly Clarissa, both by Kingfisher, the bay colts Clarendon, Chatham and Canning, and the bay filly Clarinda, all by imported St. Blaise; the bay filly I Declare by imported Inverness and the bay colt Greenback II. by Tammany.

Another of Mr. Daly's brood mares that came from the Nursery Stud Farm of August Belmont is the bay mare Mehallah, who was foaled in 1880. She is a daughter of Kingfisher out of imported Lady Mentmor. Through Kingfisher, who was a son of Lexington, Mehallah had the choicest American blood. The dam of Kingfisher, imported Eltham Lass, was a daughter of Kingston, who was by Venison out of Queen Anne. The dam of Eltham Lass was a daughter of Pyrrhus the First and Palmyra, the latter being by Sultan out of Hester. Imported Lady Mentmor, by King Tom out of

May Bloom, was descended from Harkaway, Economist, Pocahontas, Glencoe and Newminster. To imported The Ill-Used Mehallah threw the fillies Her Majesty, Glory and Phoebe and the famous bay colt Sam Lucas.



MEHALLAH

By imported Inverness she had the bay filly Meekness and by Tammany the bay filly Makallah.

Affinity, a chestnut mare foaled in 1884, was also from the Nursery Stud, and was as choicely bred as any of the

is the dam of the filly Afflatus and by the same sire, the dam of the chestnut colt Afghan. In 1896 she produced the chestnut filly Affiant by Tammany.



AFFINITY AND AFFIANT

sons and daughters that came out of that famous establishment. She was another daughter of Kingfisher, who was a son of Lexington and imported Eltham Lass. Her dam was Attraction, who was of royally bred English stock. The sire of Attraction was imported Balrownie and her dam was imported Maud. Balrownie by Annandale out of Queen Mary traced to Touchstone and Rebecca, Camel and Banter, Lottery, Cervantes, Partisan and Pauline, Gladiator, Plenipotentiary and Myrrha. Imported Maud was a daughter of Stockwell out of Countess of Albemarle, the latter being by Lanercost out of a sister to Hornsea, who was by Velocipede out of a daughter of Cerberus. Included among other distinguished ancestors of Affinity were Sir Peter, Pegasus, Paymaster, Herod, Snap, Regulus, Hip, Babraham's dam, William's Woodstock Arabian, the St. Victor barb, Why Not and a royal mare. To the cover of imported The Ill-Used Affinity threw the colt Circular and also the bay colt University. By imported Inverness she

a sister to Aimator by Trumpator, and her eleventh dam a sister to Postmaster by Herod. At the Bitter Root Stock Farm Belinda has been served by Tammany. In 1895, she produced to the cover of that great stallion the

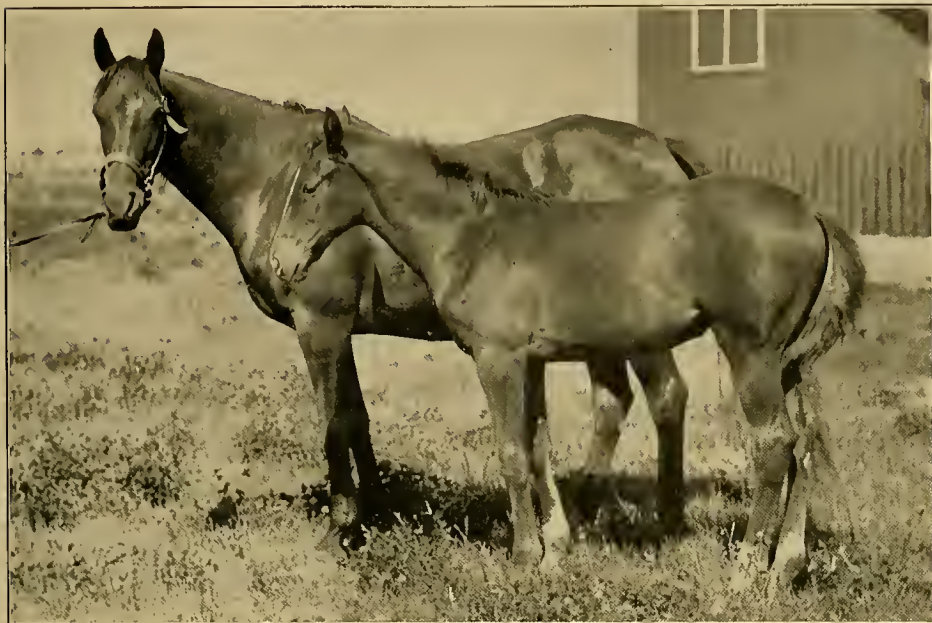
Belinda, a bay mare foaled in 1885 and bred at the Nursery Stud was another one of the daughters of Kingfisher, who was much favored by Mr. Belmont. Her dam was Bellona, daughter of imported The Ill-Used and Beatrice. Through Beatrice, who was a daughter of Kentucky and imported Bernice, Bellona traced to Lexington, Magnolia and Stockwell. Braxey, the dam of Bernice, was by Moss Trooper out of Queen Mary by Gladiator. The sixth dam of Belinda was by Plenipotentiary; her seventh dam, Myrrha, by Whalebone; her eighth dam, Gift by Gohanna; her ninth dam, a sister to Grazier by Sir Peter; her tenth dam,



BELINDA AND CROKER

bay colt Grand Sachem, and in the following year she threw the bay colt Croker.

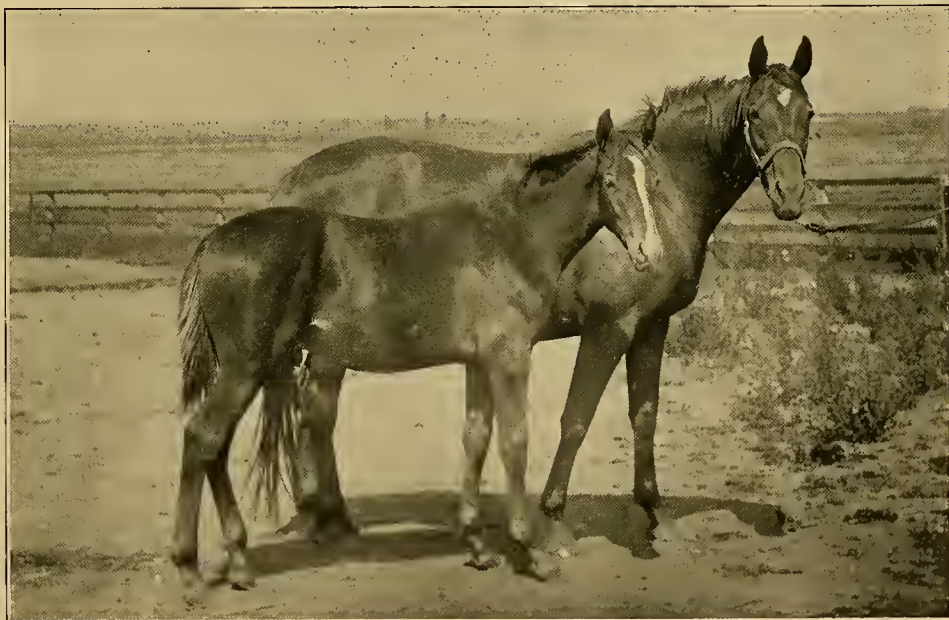
From the Rancho del Paso of Mr. J. B. Haggin came a daughter of imported Knight of St. George and a Glencoe mare. To the cover of imported Inverness, Miss Darebin threw Scottish Chieftain in 1894; Inverary II. in 1895, and Moya in 1896.



MISS DAREBIN AND MOYA

imported Darebin out of Miss Clay. Imported Darebin was the son of imported The Peer and Lurline. Through his sire, who was by Melbourne out of Cinizelli, Darebin traced to Humphrey Clinker, Comus, Cervantes, Golumpus, Touchstone and Pantaloon. Lurline, the dam of Darebin, was by Traducer out of Mermaid. Her sire was a son of The Libel and Arethusa, The Libel being by Pantaloon out of Pasquinade, and Arethusa by Ellis out of Languid. Mermaid, the dam of Lurline, was by King Tom out of Waterwitch, daughter of Flying Dutchman and Evening Star. Miss Clay, the dam of Miss Darebin, came of the best American stock, being the daughter of Hindoo and Belle Runnymede. Hindoo, through his sire Virgil, transmitted the Vandal strain to his descendants and through his dam Florence, the Lexington, Weatherbit and Irish Birdcatcher strains. Belle Runnymede was the daughter of imported Billet and Fancy Jane, the latter being by Neil Robinson, son of Wagner and Belle Lewis. The dam of Fancy Jane was

and Atlantis, traced to Harkaway and Pocahontas. The sire of Dixie's War Flag was War Dance, by Lexington out of Reel. To imported Child of the Mist or Silver King, Missoula produced in 1894 the bay filly,



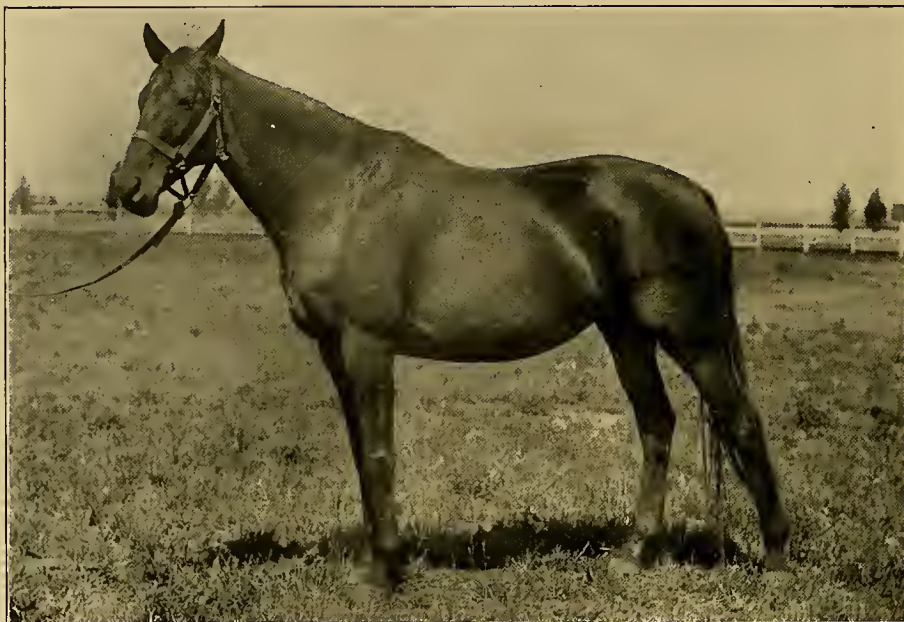
MISSOULA AND MAL-LAK-WA

Corvallis. In 1896, she produced the chestnut colt, Mal-lak-wa, by imported Inverness.

THE AMERICAN TURF

Amazon, a bay mare foaled in 1887, was bred by August Belmont. She is the dam of the chestnut colt, Amazonian by Tammany. She is royally bred, being by imported The Ill-Used out of Fair Barbarian. Her sire gave her crosses of Stockwell, Melbourne, Irish Birdcatcher, Lanercost and other strong lines. Her dam, Fair Barbarian, was by Hermit out of Romping Girl. As is well known, Hermit was by Newminster out of Seclusion, thus uniting Touchstone, Dr. Syntax and Tadmor lines. Romping Girl, the dam of Fair Barbarian, was by Wild Dayrell out of Gay. Wild Dayrell, son of Eon and Ellen Middleton, was a grandson of Cain, Margaret, Bay Middleton and Myrrha. Through Gay other strains of the Melbourne blood were given to Romping Girl, Gay being a daughter of Melbourne and of Princess Alice, who was by Liverpool out of Queen of Trumps, by Velocipede. Even more distinguished ancestry is included in the pedigree of Amazon. Among her grandams were Princess Royal, Queen of Diamonds, Lass of the Mill, Brown

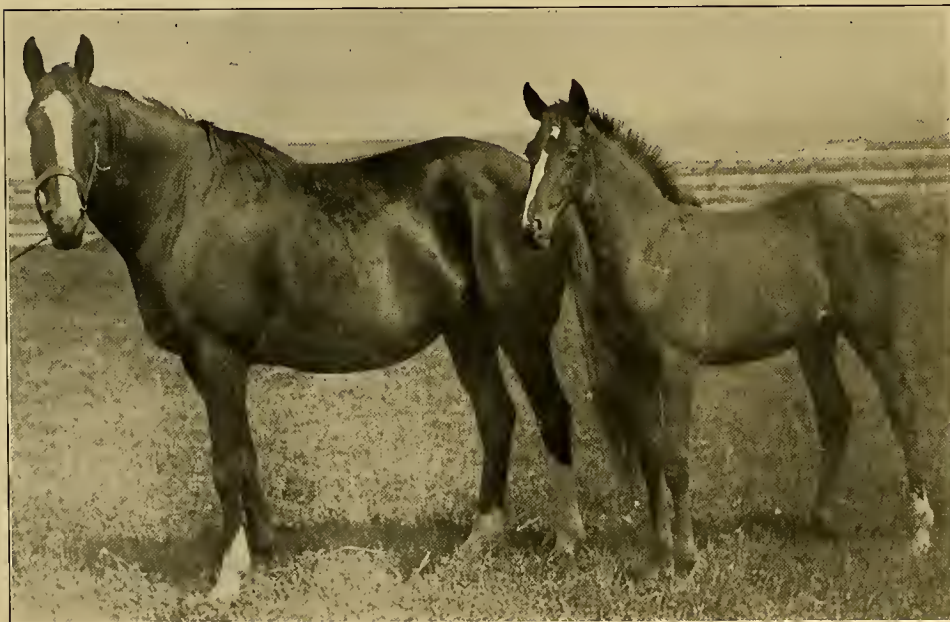
Castrel, Diamond, Sir Peter, Florizel, Eclipse, Engineer, Partner, Makeless and Brimmer.



AMAZON

Beauty, a chestnut mare foaled 1888 and bred by August Belmont, was covered by imported Rayon D'Or and in 1893 produced the filly Ray of Gold; was covered by Tristan and in 1894 produced the black filly, Tryst;

was covered by imported Inverness and in 1895 produced the chestnut filly Bellibone, and was covered by Inverness and in 1896 produced the chestnut filly Britomartis. Beauty is by imported St. Blaise out of Bella, and one of the choicest get of her great sire, through whom she numbered among her ancestors such famous thoroughbreds as Touchstone, Gladiator, Sir Hercules, Whisker, Whalebone, Waxy, Selim, Crucifix, Priam and scores of others, not less worthy. Bella, the dam of Beauty, was by Fiddlesticks out of imported Bernice. Fiddlesticks was one of Lexington's best sons, and his dam was imported Filagree, by Stockwell out of Extasy, who was by Touchstone out of Miss Wilfred, the latter



BEAUTY AND BRITOMARTIS.

Woodcot, Chestnut Thornton, Old Thornton and the Burton barb mare, while among her grandsires were

being by Lottery, by Tramp out of a daughter of Smolensko. Through her dam Bella had another Stockwell strain.

Butterfly, a chestnut mare, foaled in 1886, came from Mr. J. B. Haggin's Rancho del Paso. She is the daughter of imported Kyrle Daly and Mariposa, and is thus well bred in the Touchstone and Lexington lines. Her sire, Kyrle Daly, was a son of Artillery out of Colleen Rhue. Artillery was by Touchstone out of Jeannette, his dam being a daughter of Irish Birdcatcher, son of Sir Hercules and of Perdita, who was by Langar out of Delenda. Colleen Rhue, the dam of Kyrle Daly, was by Gemma-di-Vergy out of Princess. Gemma-di-Vergy was a son of Sir Hercules and Snowdrop by Heron out of Fairy. Princess was a daughter of Retriever by Recovery out of Tadlioni, her dam being Echidna by Economist out of Miss Pratt. Mariposa, the dam of Butterfly, was a thoroughly well-bred American, the daughter of Monarchist and Heliotrope. Monarchist, as is of course well known, was one of the best sons of Lexington, his dam being Mildred by imported Glencoe

and out of Evergreen, daughter of imported Glencoe and Mistletoe. Butterfly produced in 1890 Chrysalis, and in



BUTTERFLY AND LARVA

1891 Emma Mc., both by Hidalgo; in 1894 Loch Ness, and in 1896 Larva, both by imported Inverness.

Bred by Mr. J. B. Haggin, the bay mare Florid was foaled in 1888. She is the daughter of imported The lil-Used and Flower Girl. Her dam by imported Australian out of Neutrality, was of the new blood that has been such a potent quantity in the development of the American thoroughbred in this generation. Australian was a son of West Australian and Emilia, thus combining in himself the strains of the Melbourne, Touchstone, Emilius and Whisker families. Neutrality, the dam of Flower Girl, was by that staunch American horse Revenue, son of Trustee and Rosalie Somers, the latter, as will be readily recalled, being by Sir Charles out of Mischief. No stronger strains than those running through Sir Charles, Trustee and Revenue are found in the American Stud Book.



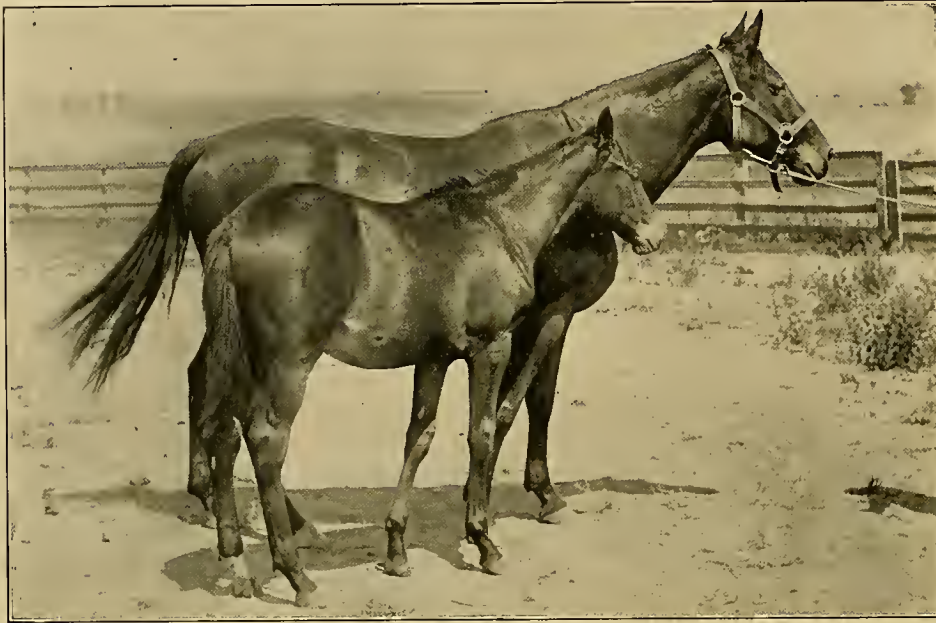
FLORID AND IVY BLOOM

out of Levity. Heliotrope, the dam of Mariposa, was by imported Knight of St. George, son of Irish Birdcatcher

Florid's produce include Alla-habad by Hyder Ali, Franc by Silver King and Ivy Bloom by imported Inverness.

THE AMERICAN TURF

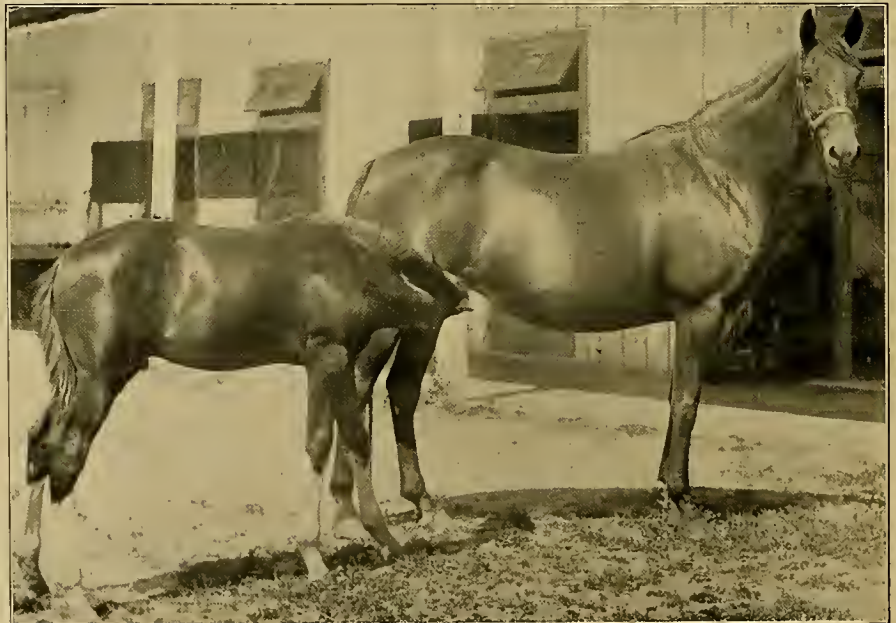
In the brown mare Virgin, daughter of Milner and Virgie, is united the blood of imported Leamington, by D'Arcy's chestnut Arabian. The produce of Virgin have been the brown colt Vitringa by imported Child of the Mist, the bay colt Vignola by Silver King, and the dark bay colt E-come by imported Inverness.



VIRGIN AND E-COME

Lexington, Vandal and Wagner, a combination that can scarcely be excelled in the experience of American turfmen. Milner was by imported Leamington out of a daughter of Lexington and Kate Anderson. The pedigrees of Leamington and Lexington combine the choicest strains of English and American blood, and the Leamington-Lexington cross has always been considered one of the most potent in modern breeding. Kate Anderson, the grandam of Milner, was by imported Sovereign out of Chloe Anderson, thus adding another valuable strain to the pedigree of Virgin. Virgie, the dam of Virgin, was a daughter of Virgil and Lax, Virgil, as is well known, being by Vandal out of Hymenia. Lax was a daughter of imported Scythian, son of Orlando and grandson of Touchstone, and her dam, Lavender, was by Wagner out of Alice Carneal. Virgin's sixth dam was by Robin Grey; her eighth dam by imported Highflyer; her ninth dam by imported Fearnought; her tenth dam by Ariel; her twelfth dam by the Cullen Arabian; her thirteenth dam by Croft's Partner; her fifteenth dam by the Curwen bay barb and her sixteenth dam

from good American stock, Edeny being a daughter of Lexington. Namonia was covered by Hyder Ali, and in 1893 threw the bay filly New Moon. The next year she threw the bay colt Namaquas, also by Hyder Ali. In 1895,



NAMONIA AND NICOMACHUS

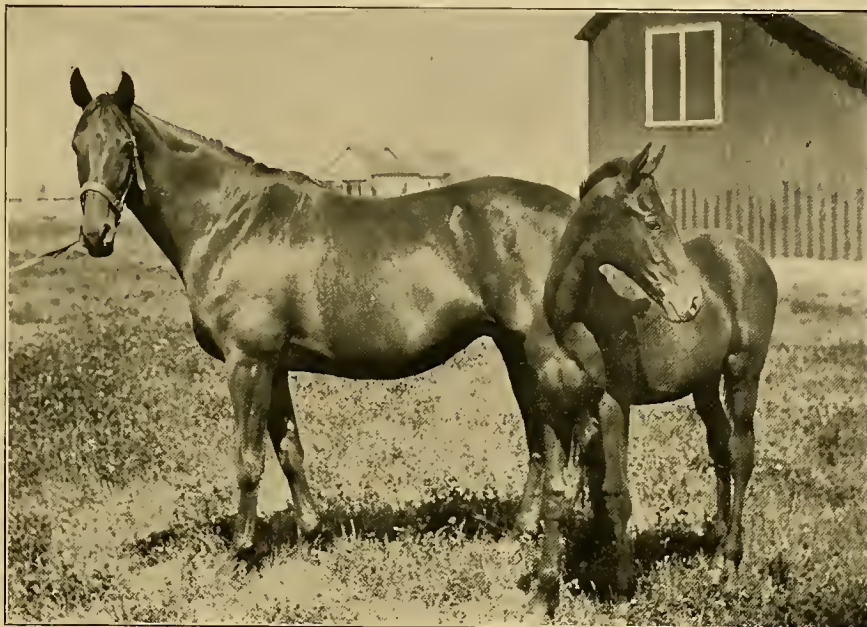
she produced the bay colt Negligence, and in 1896, the chestnut colt Nicomachus, both by imported Inverness.

THE AMERICAN TURF

An own sister to Namonia, the bay mare Belle of Butte, was foaled in 1880 and bred at the Rancho del Paso. Daughter of imported Sir Modred and La Favorita, she has shown all the best qualities of the great thoroughbreds of England and the United States, to whom, in common with Namonia, she traces. Besides the ancestors to whom reference has just been made in the sketch, of her sister, Belle of Butte and Namonia are descended through their grandam from Wilkes' Wonder, imported Saltram, Melzar, Haynes' Flinnap, Clodius, Evans' imported Stirling, the Belsize Arabian, Croft's Partner, Bald Galloway, the Akaster Turk, Leede's Arabian and Spanker. Barren, in 1894, Belle of Butte produced in 1895 the bay filly Belle de Nuit by imported Inverness, and in 1896 the bay colt Silver Beaux by Montana.

Few brood mares can boast of more illustrious descent than Homeless, who was foaled in 1890, and bred by Mr. D. D. Withers. In the fifth generation back her ancestors include Timoleon, imported Sarpedon, Rowena, imported Glencoe, of whom she has two crosses; Irish

tors were Sir Archy, Ball's Florizel, Emilius, Sultan, Trampoline, Touchstone, Glencairne, Sir Hercules,



BELLE OF BUTTE AND SILVER BEAUX

Waterwitch, Muley and Bustard. Still further back she derives from imported Diomed, Florizel, Rockingham, Eclipse, imported Shark, Pot-8-os, Benningbrough, Selim, Buzzard, Tramp, Waxy, Blacklock, Trumpator, Whale-

bone, Whisker, Comus, Lottery and Defence. The sire of Homeless was the celebrated Uncas, son of Lexington and Coral, his dam being by Vandal, imported Glencoe's great son, and out of imported Cairngorme, who was by Cotherstone out of Glenluce. The dam of Homeless was imported Sweet Home, daughter of Knight of St. Patrick and Bittern. Knight of St. Patrick was by imported Knight of St. George, and his dam was Pocahontas by imported Glencoe out of Marpessa. Bittern, the dam of Sweet Home, was by Fisherman out of Village Lass, her sire being a son of Heron by Bustard. Village Lass was by Pyrrhus the First. In 1894, Homeless produced the bay filly Homestake by Brown Fox; in 1895, the bay colt Highbinder, and in



HOMELESS AND HOMEMADE

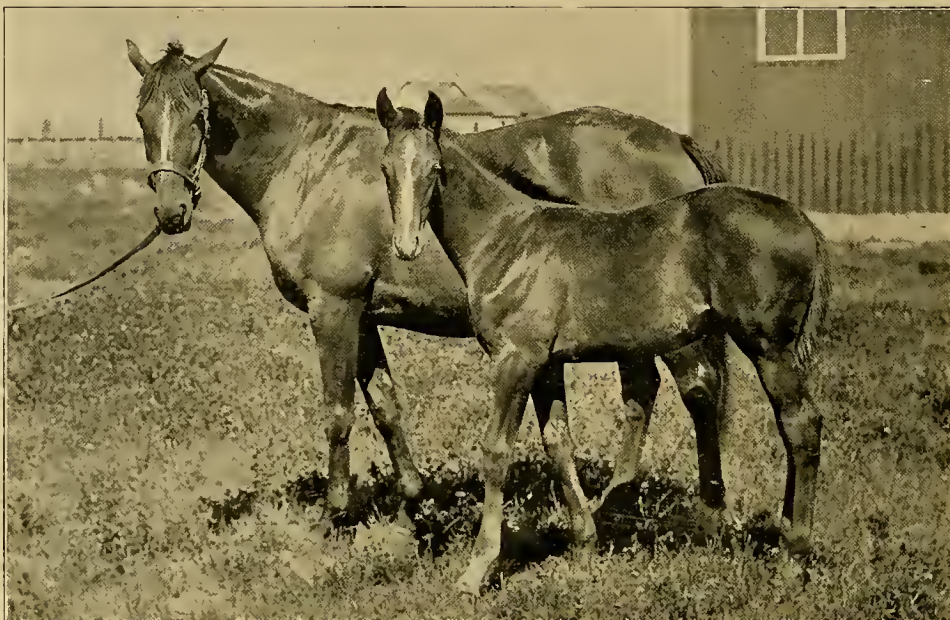
Birdcatcher, Marpessa, Heron and Pyrrhus the First. In the preceding generation her most distinguished ances-

by imported Inverness.

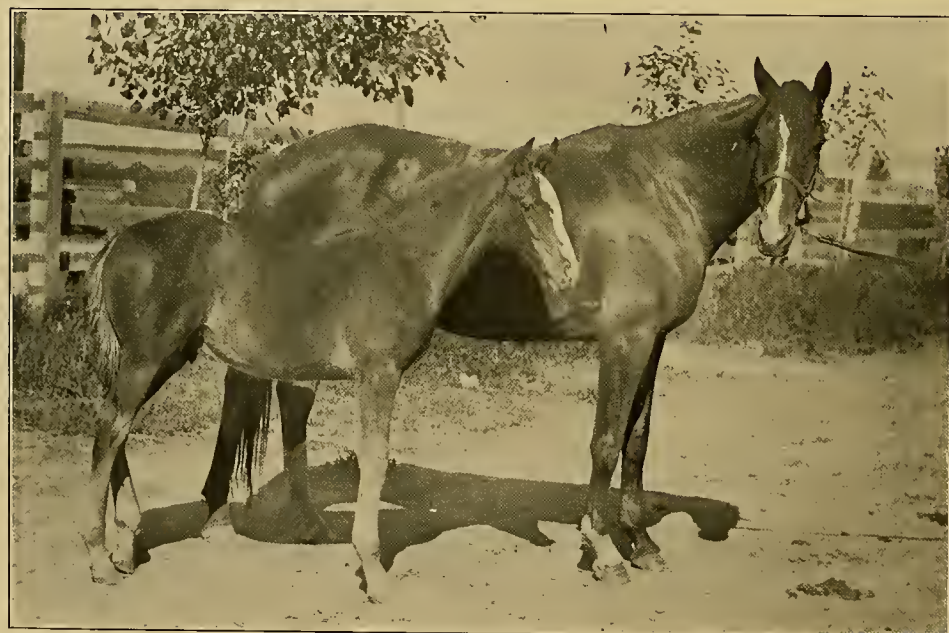
THE AMERICAN TURF

From the Rancho del Paso, from which establishment, as we have seen, Mr. Daly has had some of his best native brood mares, came also Slow Dance, who was foaled in 1890. Her sire was imported Darebin and her dam Sly Dance. The pedigree of Darebin has been given in detail on a preceding page in the sketch of Slow Dance's half-sister, Miss Darebin. Sly Dance, the dam of Slow Dance, was by War Dance out of Sly Boots. From War Dance, son of Lexington and Reel, she derives from Boston, Timoleon, imported Sarpedon, imported Glencoe and Camilla. Sly Boots came of another great American thoroughbred family, her sire being a son of Revenue and Topaz. Her dam, Skedaddle, was by imported Yorkshire out of Magnolia. She has a double cross of imported Glencoe. Through her dam, Slow Dance was descended from Bobadilla by Bobadil, Pythoness by Sorcerer, Princess by Sir Peter, Golden Grove by Blank, Spinster by Croft's Partner and the Layton barb mare, and also from such other great grandsires as Dungannon,

ported Inverness. She was barren in 1894, but in 1895 she produced the chestnut colt Highland Ball, and in



SLOW DANCE AND SWORD DANCE



BEAUCATCHER AND CRUTCH

Turf, Herod, Makeless, Brimmer, Place's White Turk and Dodsworth. Slow Dance has been covered by im-

ported Inverness. She was barren in 1894, but in 1895 she produced the chestnut colt Highland Ball, and in

the following year the chestnut foal Sword Dance. Beaucatcher, the dam of the chestnut colt Crutch by Tammany, was foaled in 1891, and bred by Mr. D. D. Withers. She is by imported Eothen out of Auricoma,

and few mares of this generation have been able to exhibit more lofty lineage. Imported Eothen was a son of Hampton, the great sire of Derby winners, whose pedigree and history have already been given. The dam of Eothen was Sultana by Oxford out of Besika, her sire being a son of Irish Birdcatcher and Honey Dear, and her dam by Beiran out of Merope, thus giving her the valuable strains of Whalebone, Waxy, Emilius, Bay Middleton, Priam, Buzzard, Blacklock, Whisper and Whiskey. On the side of her dam the lineage of Beaucatcher is not less notable. Her dam, Auricoma, was by imported King Ernest out of Belinda. Imported King Ernest, son of King Tom and Ernestine, was descended

from Harkaway, Economist, imported Glencoe, Touchstone and Waxy.



HON. AUGUST BELMONT

FOUNDER, THE NURSERY STUD



OLIVER H. P. BELMONT

THE AMERICAN TURF

Attention has been called in the preceding chapter to the valuable services rendered by the Honorable August Belmont in the work of reorganizing the American turf in the present generation, and in elevating it to a position of honor and influence. That, however, was by no means the only part that Mr. Belmont played in turf affairs during his lifetime and, important though it was, did not surpass in usefulness to the cause of the thoroughbred his unremitting devotion to breeding and racing. Perhaps the future will even look upon Mr. Belmont's breeding enterprises as constituting the greatest and most lasting benefit that he conferred upon the turf. The primary cause of the magnitude of this enter-

to acquiring a knowledge of the methods by which the thoroughbred has been brought to such perfection in Europe. His intimate association with the Rothschilds was of great advantage to him in this connection, and it was not long before he was completely and soundly familiar with those theories and practices of breeding the blood horse that had stood the test of generations and were accepted everywhere as the foundation of all good breeding. It was easy for him to realize what was lacking in the representatives of the thoroughbred in America and his practical mind at once determined on the steps necessary to infuse the best equine blood into the horses that should uphold the honor of our country on the



THE NURSERY STUD, LEXINGTON, KY.

prise and its wonderful success lay in the character of the man. In everything that engaged his attention, it was part of his nature to seek for fundamental principles and to pursue every ramification of a subject to its fountain head.

The same thoroughness and capacity to grasp the true significance of things which explains his success in so many other directions, was fully asserted in his fondness for the horse, although, at the outset, this had its origin merely in a desire for relaxation from more serious responsibilities. No sooner had he begun to give even cursory attention to the subject than he devoted himself

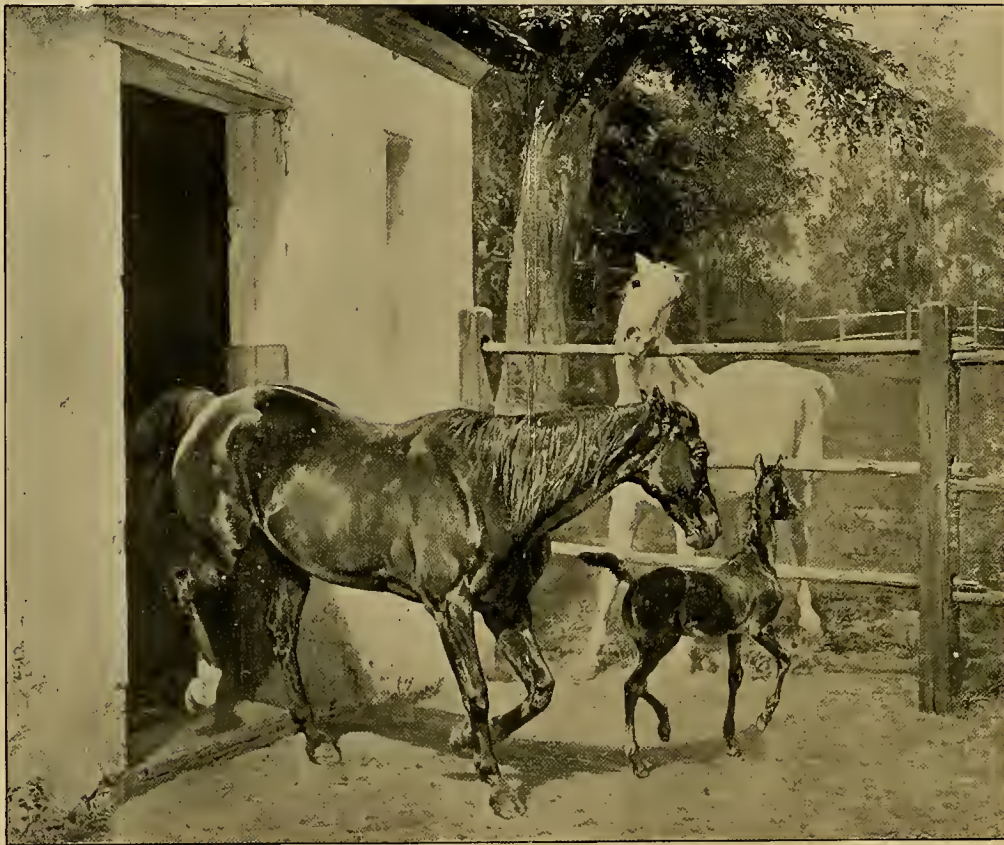
turf. Breeding became one of Mr. Belmont's favorite pastimes. More than that. It was a serious matter with him, for no man ever had the interest of the turf, or thoughts for its future nearer to his heart. Outside of his banking business, and notwithstanding the social, literary and political calls that were made upon his time, breeding ultimately became one of the chief objects of his attention. His wealth enabled him to buy the best animals in the market in any country, and his intimate relations with the leading racing men in England gave him exceptional opportunities to add valuable blood horses to his stud. His purchases were invariably made

THE AMERICAN TURF

judiciously and in the exercise of a thorough knowledge of the animal, and with a mastering ambition to do only that which should serve the best interests of the turf.

With justice it may be said that he set the first example for that magnificent development of breeding as an art that has raised the standard of the American thoroughbred until, at the present day, no animal in the world can claim to be its superior in speed or bottom. Even his success in racing was subordinate, in his mind, to the gratification that he experienced when the horses bred in accordance with his ideas proved their superiority. His maroon and scarlet were made prominent in public esteem from the establishment of Jerome Park.

favorable climate and grasses of Kentucky. Nevertheless, it promptly took a position in the front rank of the great breeding establishments of the United States, and the results that accrued from the liberal management and the well-informed and painstaking care that Mr. Belmont personally gave to it were of the most notable character, and won for it a reputation that was not even limited by the boundaries of the country. When the estate, which comprised over a thousand acres, came into Mr. Belmont's possession in the sixties it was nearly all unimproved wood land. Under his wise direction it was converted into a fertile, well-tilled expanse and became an almost perfect spot. Its nearness to New York



TEN DAYS OLD

NURSERY STUD

There, as well as at Saratoga and Long Branch, when those tracks were in the heyday of their popularity, his stable won every triumph they could offer, and its owner, although already known from one end of the United States to the other, gained recognition as the undisputed leader of sport in America. But always in the midst of these glories he turned fondly to his breeding establishment and gave to that an attention that showed how thoroughly absorbed in the pursuit he had become.

Located, originally, at Babylon, L. I., the Nursery Stud labored under some disadvantages when compared with what has generally been considered the more

City made it especially agreeable to its owner, since he was thus enabled to give his personal attention to the establishment. Upward of 500 acres of the property were kept under cultivation, a large extent of it laid down in grass.

The accommodations that were afforded for Mr. Belmont's equine treasures befitted their lofty lineage. Some fifty acres comprised the paddocks, specially devised and arranged for the comfort of their occupants, and beyond them was a fine level mile track, where the aspirants for racing honors were put through their courses. This mile track was an ideal race course, and

THE AMERICAN TURF

probably few, if any, that were superior to it ever existed in this country. In connection with it was a cooling shed and a grand stand from which the performances of the coming cracks could be studied. Not far away was a pretty pine grove, where the stallions used to hold court, and the necessary stables and paddocks, varying from one to two and a half acres each in size, were conveniently scattered about. A feature of the place was the training stable or school, as it was called, which was an ideal building, covering a very large space, all under one roof, and splendidly lighted from above. Here the horses could be exercised throughout the winter months despite the weather, and

associated with him in the business, was a house of ordinary dimensions, containing about twenty-four rooms. Located near the centre of the estate it commanded a beautiful view of the entire property, was surrounded by a wide lawn, and had attached to it stables for carriage horses, coach house, bowling alley and other such adjuncts as naturally pertained to the country residence of a gentleman of wealth and good taste. On the estate was also a fine trout pond, some thirty acres in extent, that afforded the most enjoyable sport with rod and line. The mansion was filled with mementoes of Mr. Belmont's racing career and has thus been preserved with filial care by his sons. Myriads



A GROUP OF YEARLINGS

NURSERY STUD

the very great advantage derived from this was often seen in the splendid condition in which the bearers of the maroon and scarlet came to the post at the early spring meetings.

Adjoining this building and connected with it were the principal stables which were finished in accordance with the most advanced ideas for the advantage of the horses. Close by was the trainer's residence, two smaller stables and buildings for the accommodation of the boys employed about the place. Mr. Belmont's private residence, which, in fact, was the sporting headquarters of himself and his sons, who ultimately became

of portraits of noted race horses were collected by the master of the Nursery Stud and from the walls of the drawing room pictures of such noble animals as the great English Derby winner, Ormonde, The Ill-Used, Kingfisher, Glenelg, Patience, Woodbine, Sultana, Fiddlesticks, Victoria, Fenian, Prince Royal and a host of other celebrities are displayed, many of them members of the Belmont stable through many years, and others the great blood horses of the world.

To enumerate the names of all the old time favorites of the turf, whose names were identified with the Nursery Stud during the lifetime of its founder would

require many pages, and however agreeable the task might be, we must be content to give brief attention only to some of the more important, trusting that an account of them will be sufficient to fully indicate the character of the establishment. Foremost among the stallions that Mr. Belmont owned was perhaps imported St. Blaise, and his purchase of that animal was a convincing proof of his thorough knowledge of horseflesh, and his skill in divining breeding value in an animal. At the time of Mr. Belmont's death, it was well said that "no stallion, living or dead, ever achieved such wonders at the stud as the Derby winner of 1883 has done, and since then his reputation has never ceased to increase."

He was the son of Breadalbane, who was a brother of Blair Athol, winner of the Derby in 1864, and his dam was Ellermire, who was Elland's dam. The Stockwell and Blink Bonny strains on the part of his sire and the Irish Birdcatcher and Lanercost strains on the part of his dam made him a horse of irreproachable pedigree. Purchased as a yearling in 1871, The Ill-Used was shipped to New York, and, as a two-year old, started at the Fall Meeting at Jerome Park, running for the Nursery Stakes, in which, however, he was not successful. When running for the Belmont Stakes as a three-year old, he was slightly injured, but never after suffered defeat, winning, subsequently, the Sequel Stakes and the Kenner Stakes.



RAYON D'OR

NURSERY STUD

An account of St. Blaise has been given in the chapter on Race Horses, Past and Present. Before Mr. Belmont died, he saw his stallion stand at the head of the winning sires one season, and had the satisfaction of witnessing his get capture one Futurity and run second for another. In 1889, his two-year olds in Mr. Belmont's stable alone won \$48,775, and in the following year no less than \$108,185. This was besides what his two-year olds in other stables won.

Second only to St. Blaise in the affections of Mr. Belmont was imported The Ill-Used, who was bred by Colonel Townley, in England, and was foaled in 1870.

His racing career then ended and he was retired to the stud. There, although he never had a very great chance, he got Forester, Jack of Hearts, Jacobus, Woodflower, Carita, Topsy, Badge, Magnetizer, Magnate, His Highness, and many others. His most successful son was probably His Highness, who, as a two-year old, stood at the head of his class, winning upwards of \$112,000, including the great Futurity.

Nonesuch was a good son of The Ill-Used and was foaled in 1879. His dam was imported Nonpareille, daughter of Kingston and England's Beauty. Kingston, the son of Venison (by Partisan) out of Queen Ann by

Slane, was the sire of the dams of imported Glenelg and Kingfisher; Caractacus, winner of the Derby; Queen Bertha, winner of the Oaks and dam of the Wheel of Fortune, who won the Thousand Guineas and the Oaks; Silver Hair, dam of the Derby winner, Silvio and King John, Nottingham and of other good ones. He was one of the most illustrious sires of England.

Fiddlesticks was another famous stallion of the Nursery Stud. The son of Lexington and imported Filagree, he was foaled in 1873. He was a good race horse and, in 1876, was the winner of the Withers Stakes and the Jersey St. Leger, in the former defeating Brother to Bassett, Merciless, Algerine, Viceroy and

Few thoroughbreds on the American turf, previous to his time, ever had a more notable record as a two-year old than Magnetizer, son of imported The Ill-Used and Magnetism. He was bred by Mr. Belmont and foaled in 1885. His dam, Magnetism by Kingfisher out of Attraction, gave him strains of the best thoroughbred blood of two continents. When he first started as a two-year old in the spring at Jerome Park he won a half-mile race, but in a contest for the Foam Stakes failed even to gain a place. Next, however, he won the Surf Stakes, beating Guarantee, Balston, Omaha and others, and then carried off the Independent Stakes at Monmouth Park in one of the best races of the year, carrying top weight at 120



HENRY OF NAVARRE

NURSERY STUD

others. He was also the winner of the Ocean Stakes and ran second for the Belmont Stakes and the Jersey Derby. At the end of his four-year old career he passed into the stud where he scarcely had the opportunity that he deserved. His daughter, Bella, however, attained to fame in breeding, her first foal, Belisarius, winning eighteen races in 1890, and nearly as many the following season. Bella was also the dam of Beauty and of Belle D., both of whom were winners. Carmen, another daughter of Fiddlesticks, was the dam of the two-year old winner, Carmine.

pounds, beating Sir Dixon, Balston, Miracle and others. This was a good performance, but for the rest of the year he was not successful, running third in the Hopeful Stakes, and unplaced in the Junior Champion Stakes. As a three-year old he ran only a few times.

After many years of success with the original Nursery Farm on Long Island, Mr. Belmont felt impelled to remove his establishment to Kentucky. Notwithstanding that he had been eminently successful in establishing the principle that it was possible to breed well in the North if the proper attention was given to the matter, even he

was constrained to concede that Kentucky might offer some exceptionally favorable conditions, such as it was scarcely likely could be met with elsewhere. The attractions of the blue grass and limestone soil seem to be well nigh irresistible to all turfmen at times, and the thoroughbred traditions of Kentucky exercise at all times a powerful influence. Accordingly, in the fall of 1885, he removed his breeding establishment from Long Island and founded the Nursery Stud, near Lexington, Ky. His new farm was one of the best in the blue grass region. Immediately after taking possession of it he entered upon the work of improving the property on the same generous scale that he had displayed in building up the

the stock, and there are the usual dwelling houses and other appurtenances necessary to the perfect management of such a large estate. When this farm was made the headquarters of the stud the value of the old Nursery Farm on Long Island was not ignored. It was retained as in a sense supplementary to the Kentucky establishment. There the yearlings have been handled, the race horses intended for racing in the East have been wintered, while those who have gone amiss during the active season of the year have been sent there to be recruited.

Coincident with his removal to Kentucky Mr. Belmont purchased the English Derby winner St. Blaise and



MAGNETIZER

NURSERY STUD

original Nursery Stud on Long Island. He expended large amounts of money on stables, fencing and drainage, and gave careful treatment to the enrichment of the land.

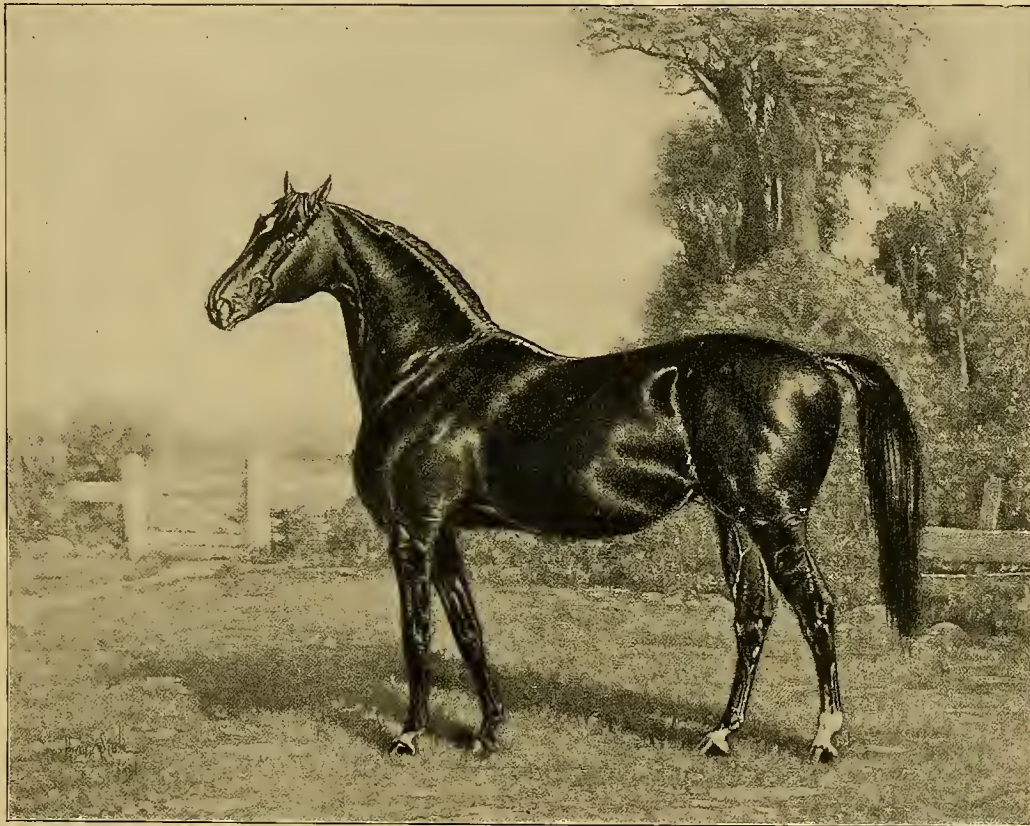
The property, traversed by never-failing streams, is well watered, and by a system of mains, water in abundance is conveyed to all the paddocks and horse boxes in the establishment. Upward of 400 acres of land are included in the farm, which, although not as large in extent as some others, has developed to a point of excellence where it is not surpassed by any other place of its kind in the United States. Extensive woodland patches afford every convenience for the shelter of

gave him the place of honor as his premier stallion. With imported The Ill-Used, Potomac, Fiddlesticks, Kingfisher and others to supplement the work of the king of the harem and with some of the most valuable brood mares in the country, the Nursery Stud was thoroughly well equipped. The completeness of the triumph that came to Mr. Belmont in subsequent years scarcely needs to be dwelt upon. The Nursery Stud became noted in a short time. Notwithstanding the excellent reputation that it had won while on Long Island, its Kentucky fame was vastly in excess of any that it had heretofore achieved. From the Kentucky establishment

year after year have come thoroughbreds who have carried all before them and who altogether have constituted a regiment of the most successful performers known to the American turf in the closing decade or more of the century.

It was an undoubted source of gratification to all broad-minded turfmen that Mr. Belmont did not pass away until he had been a witness of the full fruition of his large-minded enterprise. For a short time in the early eighties he had withdrawn from active participation in racing, but after 1887 his colors were again seen upon all the principal race courses. From the beginning of his connection with the turf he adopted the principle

Stakes and the Stevens Stakes. Other horses of his own breeding won this year: Lady Margaret, the Independence and the Atlantic Stakes; Fides, the Clover Stakes and the Laurel Stakes; while Lady Primrose, She and Carnot were also winners. In the following year twenty-three horses carried the Belmont colors, and twenty-one of them were home bred. Out of a total amount of \$125,635, which stood to the credit of the stable, its home bred representatives won \$100,045. San Carlo stood at the head of the list with his victories in the Great American Stakes and the Foam Stakes, while at the same time he was second in the Futurity. Magnate won the Sapphire, the Autumn and the Algeria Stakes;



THE ILL-USED

NURSERY STUD

of breeding for himself and not for public sale. The best animals that he produced he always kept to carry the maroon and scarlet, and to win with his own breeding was always his highest ambition. After his return to the turf few of the horses that he ran were other than of his own breeding. About the only important exceptions to this rule were Raceland and George Oyster.

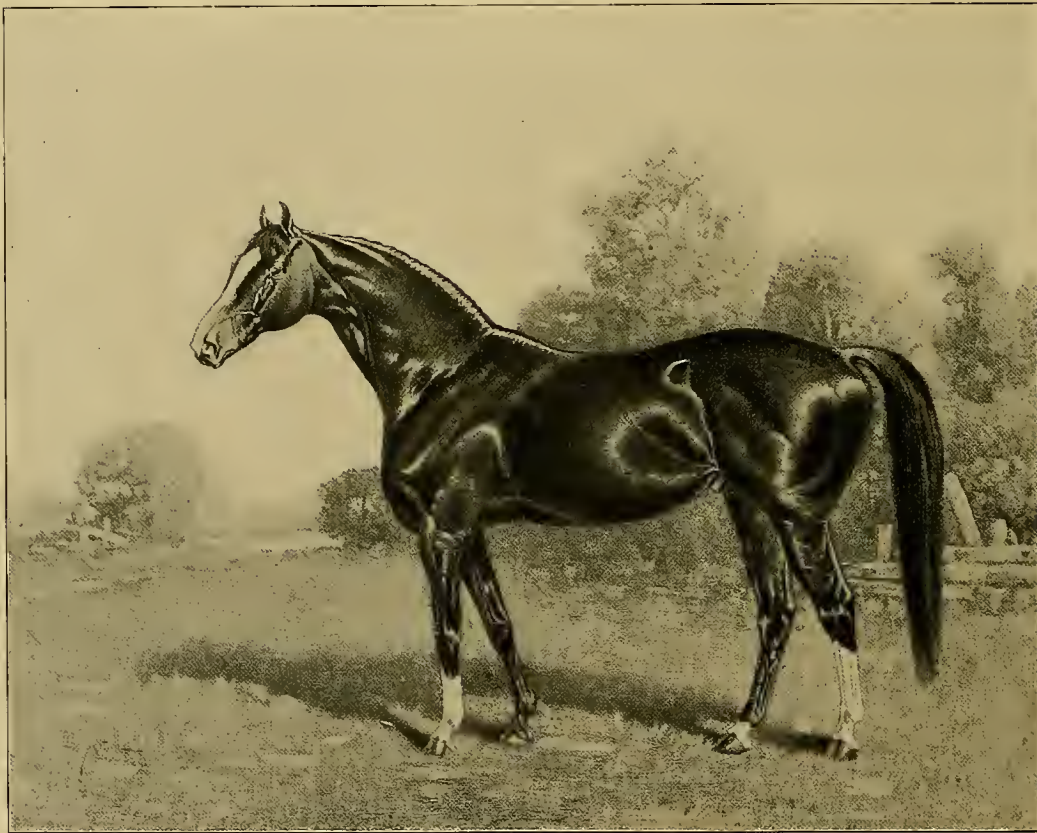
In 1888, twelve horses raced under his colors, ten of them being home bred. His three-year old Prince Royal was the most successful member of his string, having to his credit victories in the Arrow Stakes, the Jerome Stakes, the Coney Island Derby, the Stockton

Padishah, the Tremont Stakes; Fides, the Ladies' and the Time Test Stakes and the Croton Handicap; Zephrus, the Bronx Stakes and the Cape May Handicap; Belinda, the Riverdale Handicap and the Mermaid Stakes, and St. James the Seaside Stakes.

Triumphs, even greater than in previous years, were achieved by the Nursery Stud representatives in 1890, and Mr. Belmont ran only one horse, Raceland, that was born outside of the Nursery Stud. His stable again headed the list of winning owners with \$171,350, of which \$6,040 was credited to Raceland. As two-year olds, Potomac was the best colt and La Tosca the best filly

of that season. The cup of happiness of Mr. Belmont must have been well nigh filled when Potomac won the greatest two-year old event of the year, the Futurity Stakes, with another Nursery bred colt, Masher, running second in the same race. Potomac achieved almost an unbroken record, winning the Futurity, the Flatbush and the Red Bank Stakes, and being defeated in the Junior and Champion Stakes. La Tosca won the June, the Select, the Belles and the Fashion Stakes, and other races scarcely secondary in importance. Other animals in Mr. Belmont's stable won prominent events; St. Charles, the Juvenile Stakes; Fides, the Toboggan Slide Handicap, in which she created the six furlong record of

the annals of our native turf or the turf of any other country have no parallel. The season would have been nothing but one long series of triumphs for the maroon and scarlet. It is not too much to say that scarcely one of the great two-year old prizes of the year would have gone to another stable, and it would have been the Belmont Stable first and the rest nowhere." Potomac, who had been the best two-year old colt and La Tosca the best two-year old filly, now in their three-year old form stood at the head of their respective classes. His Highness, St. Florian and Victory were the best two-year old colts of the year, while Raceland was one of the very best handicap horses. The amount of money that



ST. BLAISE

NURSERY STUD

1 minute, 10 $\frac{1}{4}$ seconds; Her Highness, the Mermaid Stakes and the Monmouth Oaks; Clarendon, the Trenton Stakes; Amazon, the Gazelle Stakes, and Prince Royal the Coney Island Stakes.

Could Mr. Belmont have lived another year he would have reaped even richer rewards as a turfman. Dying immediately after the close of the season of 1890, it was not his privilege to know the full measure of phenomenal success that had crowned the Nursery Stud or the full value of his services to the American turf. It has been well said that "if only Mr. Belmont's life had been spared, his stable would have been something for which

horses of his breeding who would have represented his stable earned during the season reached the huge total of \$225,000, and it has been freely predicted that, had it not been for the disadvantages arising from the absence of his judgment in directing affairs, even that vast sum might have been increased.

Upon the death of the senior Mr. Belmont it fell to the lot of his sons, Messrs. August Belmont, Oliver H. P. and Perry Belmont, to maintain the family name and repute upon the turf. The second Mr. August Belmont, in particular, has taken the most active interest in racing and breeding. When the sale of the Nursery Stud occurred in 1891,

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he purchased several of the leading horses that his father had owned, and made his appearance on the turf under the name of the Blemton Stable, the title being a memory of his student days at Harvard and an anagram of his own name. The important work that Mr. Belmont has done in reorganizing and directing Eastern turf affairs during the last few years has been treated fully in the preceding chapter. As the owner of such horses as Henry of Navarre, one of the greatest champions of the present day; Hastings, Margrave, Merry Prince, Woodbine, Floretta IV., Keenan, Don de Oro, Octagon, Lady Violet, Jack of Spades and others that have borne his colors to victory in numberless events, he is recognized

At the head of the establishment stands the famous imported Rayon D'Or, who has contributed to the American turf one of the most valuable strains of foreign blood known in this generation. Next to Rayon D'Or stands Henry of Navarre, that brilliant son of Knight of Ellerslie, than whom there has been no more deservedly popular horse upon the turf in the present generation, and who will rank as one of the famous champions of the American turf of all time. Then there are Magnetizer, Fiddlesticks, and Margrave, son of imported St. Blaise and Lady Margaret, all three of whom were bred by the senior Mr. Belmont, and have been long and notably identified with the Nursery Stud.



POTOMAC

NURSERY STUD

as a racing man of the first rank. It has also long been his intention to encourage international racing, and with this end in view he has already laid the foundation of a representative American stable in the Old World. Having abandoned the use of the name of the Blemton Stable in racing, and making his entries under his own name, Mr. Belmont has thus restored to its place in contemporary turf records a title that will always be honored by lovers of the blood horse.

The Nursery Stud, of which the second Mr. August Belmont is now the proprietor, has not failed to retain the glories that it acquired during the lifetime of its founder.

The remaining stallion is Carino, who was foaled in 1893, and bred by Mr. James B. Haggin. He is a son of imported Maxim out of Carina. His sire, by Musket out of Realization, was a grandson of Toxophilite and a daughter of West Australian, and also of Vespasian and Hopeful. Through his great grandsire, Toxophilite, he traces to Touchstone, Orville and Buzzard, and through his great-grandam, daughter of West Australian, traces again to Touchstone and also to Whisker, Whalebone and Blacklock. Through his great-grandsire, Vespasian, he is descended from Touchstone, Irish Birdcatcher, Glencoe, Selim and Whisker,

and through his great-grandam, Hopeful, he has the blood of Bay Middleton, Whalebone and Whisker. The dam of Carino was a daughter of Kingfisher and Carita.

The matrons of the Nursery Stud are a royal household. Most of them are the produce of the establishment with which they are connected, Mr. Belmont, like his father before him, being a firm believer in the results of his own breeding. First on the list stands Arnica by Sam Brown out of Belladonna. She was foaled in 1889. Her sire was by General Rosseau out of Bonanza. General Rosseau was a son of Commodore and Naty Price. Commodore was by Caleb Quotem out of Mary Brown, his sire being by Sir Peter Teazle by Highflyer by Herod

Stockwell and Braxey. Bellegarde is the dam of the bay colt Bell Punch and the bay colt Bellegrave, both by Badge. Felicia, the dam of Felix by Kingfisher; Feronia, St. Felix and Franciscan, by imported St. Blaise; Prince Felix by Prince Royal and Falernian and Felician, by imported Rayon D'Or is another one of the mares bred by the Honorable August Belmont. She was foaled by imported The Ill-Used out of Felucca. Her dam was by Buccaneer out of Revival, Buccaneer, through his sire, being descended from Bay Middleton and Blacklock and through his dam from Trumpator, Beningbrough and Waxy. Revival, the dam of Felucca, traced through Newminster to Touchstone and Trumpator and through



FIDES AND YEARLING

NURSERY STUD

and out of a daughter of imported Diomed. Through Mary Brown, daughter of Guilford and Vixen, Commodore ran back in the next generation to Revenue by imported Trustee, and Pot-8-os by Eclipse. Naty Price was of good American blood. Her sire, Cost Johnson, was by Bosten out of Atalanta by Industry by Priam. First among the produce of Arnica is the brown filly, Actinism, by imported Rayon D'Or.

Another famous mare of this stud is Bellegarde, who was bred by the senior Mr. Belmont and foaled in 1890. She is by imported St. Blaise out of Bella, who was by Fiddlesticks out of imported Bernice, a daughter of

her dam Qui Vive to Blacklock, Irish Birdcatcher, Whalebone and Lottery. Another one of imported Felucca's daughters, still in the Nursery Stud, is Feu Follet, who was foaled in 1875. She is a descendant of Lexington through her famous sire, Kingfisher. Her career in the stud has been long and important. In 1879, she produced the bay filly Madcap, by imported Matador, and since then has missed only three years. Her principal produce have been Falconer and Donna Solby imported Matador; St. Elmo, Ralph Black (Leapyear), Firefly and Dr. Garnet by imported The Ill-Used; Feu de Joie (Mamie B.), Formosa, St. Florian and Firebrand by

THE AMERICAN TURF

imported St. Blaise, and Fetish and Fulminate by imported Rayon D'Or.

Other home bred matrons of this establishment are Fides by imported The Ill-Used out of Fillette; Flavia by imported St. Blaise out of Flavina; Flying Fish by Kingfisher out of Florence M.; Glory by imported The Ill-Used out of Mehallah; Lady Margaret by imported The Ill-Used out of Lady Roseberry; Leopoldina by Prince Leopold (Doncaster) out of imported Leighton; St. Pauline by imported St. Blaise out of imported Patience; Semaris by imported St. Blaise out of Sultana, and Woodvine by Magnetiser out of Woodbine.

one who bears his name. By reason of his succeeding to the mastership of the Nursery Stud, and by his exceptional activity in turf affairs, the present Mr. August Belmont has been somewhat more in the public eye than his brothers. Nevertheless, the Honorable Perry Belmont and Mr. Oliver H. P. Belmont have both taken an active part in gentlemanly sports. The former, as one of the prime movers in the organization of the Turf Club, at Newport, in 1895, was associated with such gentlemen as Messrs. Robert Goelet, Frederick Bronson, John Jacob Astor and others of the same class. He was chosen to be one of the first governors of this club and



NURSERY STUD

LADY MARGARET AND YEARLING

The imported mares are a royal lot. They include Belladonna by Hermit out of Bonnie Doon; Christmas Tree by Althotas (Rosicrucian) out of Merry Christmas; Clover by Macaroni out of Verdure; Decoy by Muncaster out of Ruse; Frimsall by Macaroni out of Evelina; Kate Allen by Barcaldine out of Katherine, and Merry Nellie by Barcaldine out of Gaiety.

That spirit, which to such an eminent degree identified the senior Mr. Belmont with the sporting spirit of his age, was transmitted to all his sons, as well as to the

has otherwise been active in sporting affairs. Mr. Oliver H. P. Belmont has been less identified with racing than with other sports, having been most conspicuous as a yachtsman. He is a graduate from the Naval Academy, at Annapolis, and has seen active service as a lieutenant. He has, however, maintained a deep interest in the thoroughbred, having owned several good horses. He has also made ventures upon the English turf. As an all around sportsman, he is a worthy representative of his family.



SILVER BROOK STUD

RESIDENCE OF MR. L. O. APPLEBY

The owner of the Silver Brook Stud, Mr. Lucien O. Appleby, comes naturally by his interest in racing affairs. His predilection for sport was born in him, since he comes of an English family, and no one need even be reminded of the Englishman's natural inclination toward sporting in its best manifestations. It is natural to expect that a man with English blood in his veins should show an exceptional interest in the thoroughbred as a matter of inherited national pride, if nothing more, and Mr. Appleby may be cited as another striking example of the truth of this proposition. The parents of Mr. Appleby were of English origin. His father and his grandfather were the first of the family to come to this country, and they settled at Smithfield, R. I., where the master of the Silverbrook Stud was born April 16, 1842.

Mr. Appleby's connection with the turf, however, did not commence in his early years. Other business occupations engrossed his attention and his devotion to racing affairs might never have been brought about had it not been through the accident of ill health. A severe attack of pneumonia had prostrated him, and his physician had earnestly advised him, as a measure toward complete restoration to health, to seek some outdoor occupation, especially suggesting that nothing would be more advantageous than an employment that should bring him more or less into association with horses. Mr. Appleby had already become interested in the noble animal, principally as a matter of recreation and of indulgence from his exacting business pursuits, and, therefore, the suggestion of his physician fell upon willing

ears. He immediately turned his attention in that direction and engaged in his new pursuit with all the ardor that had hitherto characterized his application to business. Naturally influenced by his New England associations, his first ventures in the sporting world were in connection with trotters, for as is well known, the trotter has always maintained his superiority over the thoroughbred in public estimation in that section. Mr. Appleby purchased several good animals of this class

and for three years, from 1862 to 1865, devoted himself almost exclusively to them. In the last mentioned year he became interested in the thoroughbred, with whom he has since been identified.

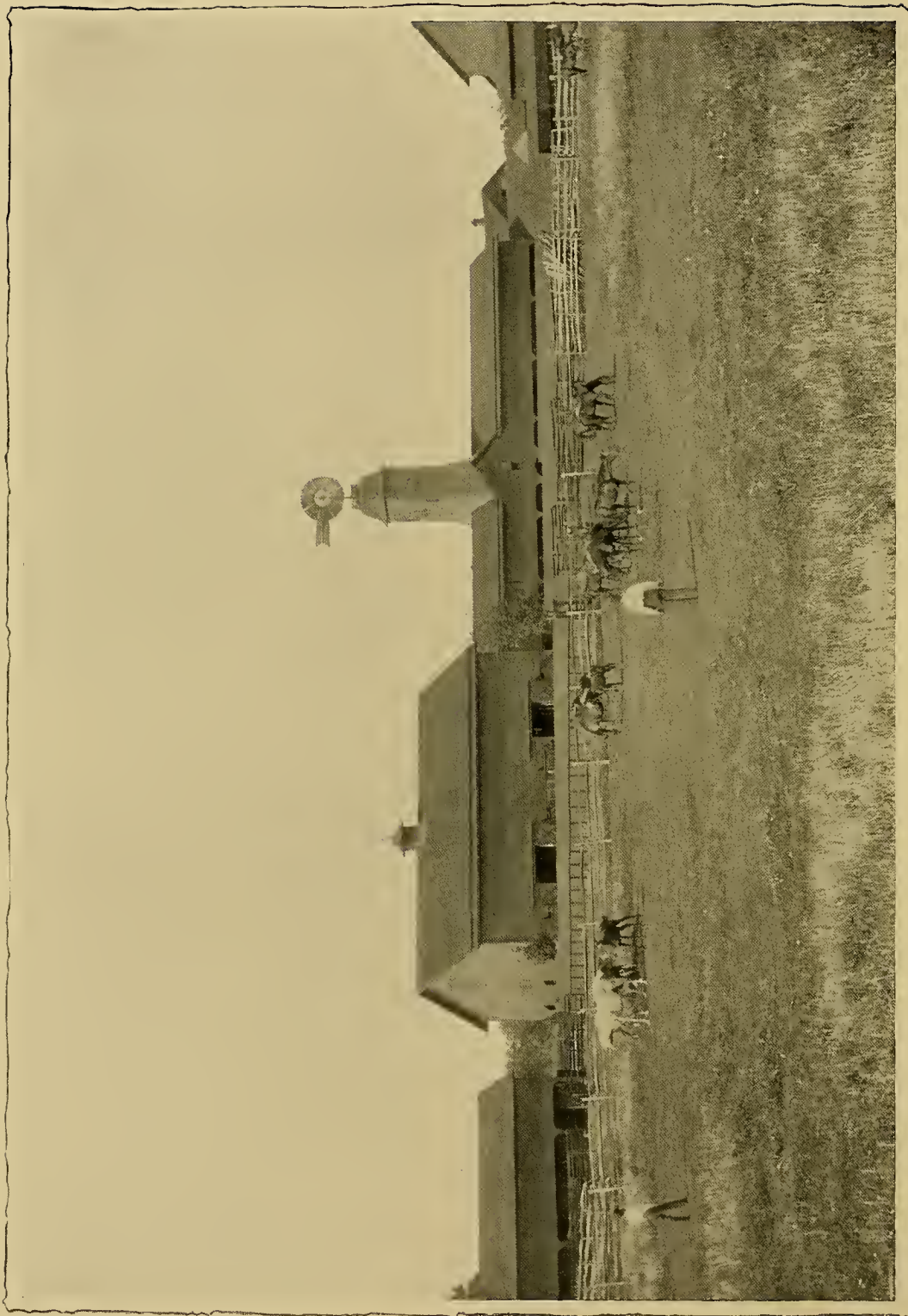
After several years of activity in various interests connected with the running turf he became the owner of the Silver Brook Stud, which is recognized as one of the most successful of modern breeding establishments in the North. The property is situated at Shrewsbury, N. J., and consists of some 118 acres of land. The appointments of the place are all of the most modern description. In the stables there are some 65 box stalls, while the paddocks are exceptionally roomy and supplied with running water. Acquired by Mr. Appleby in 1890, the Silver Brook property

has since then been extensively improved and developed, and as it now stands is the result of its owner's long experience with horses and his complete knowledge of the best methods that have been devised for the care and successful breeding of the thoroughbred.

Mr. Appleby has a wide acquaintance with the leading men of the contemporary turf and is himself one of



LUCIEN O. APPLEBY
PROPRIETOR, THE SILVER BROOK STUD



SILVER BROOK STUD

VIEW OF PADDOCK AND STABLES

those who are best known to the general public in connection therewith. His popularity with all classes is unbounded, and he possesses, moreover, the reputation of being an enthusiastic sportsman, which is shown not only by the scale upon which his breeding interests at Silver Brook are conducted, but in the record of the animals that have carried his colors on the track or that now ornament his stud.

The horses he has owned include such valuable performers as Forrester, Jack of Hearts, Turco, Knight of Ellerslie, Tristan, Oneko, Stockton, Almy, Diadem and Carnation, and many others who have all given the best account of themselves in racing. At the head of the Silver Brook Stud is Knight of Ellerslie and Moss Rose, the sire and dam of Henry of Navarre, the acknowledged king of the turf, and probably one of the best horses ever seen in the country, a fact that invests Knight of Ellerslie with a remarkable degree of interest for all admirers of the purest and most perfect type of the modern running horse. This notable sire is a chestnut of grand conformation and was foaled in 1881. His parentage was aristocratic, he being by Eolus out of Lizzie Hazelwood by Scathlock. Eolus was the sire of probably as many high class race horses as any stallion in the country, the number including Eole, Eon, St. Saviour, Elkwood, Eurus, Diablo, Russell, Morello, Eolian and other equines. On the dam's side, too, the record tells of families that were both speedy and productive. His dam threw winners, Charley Dreux, Thomasia, Thorn-dale, Chauncey and Unicorn, while his second dam was the famous brood mare War Song, the dam of Eole, Eon, Eolist, St. Saviour, Eolo and others.

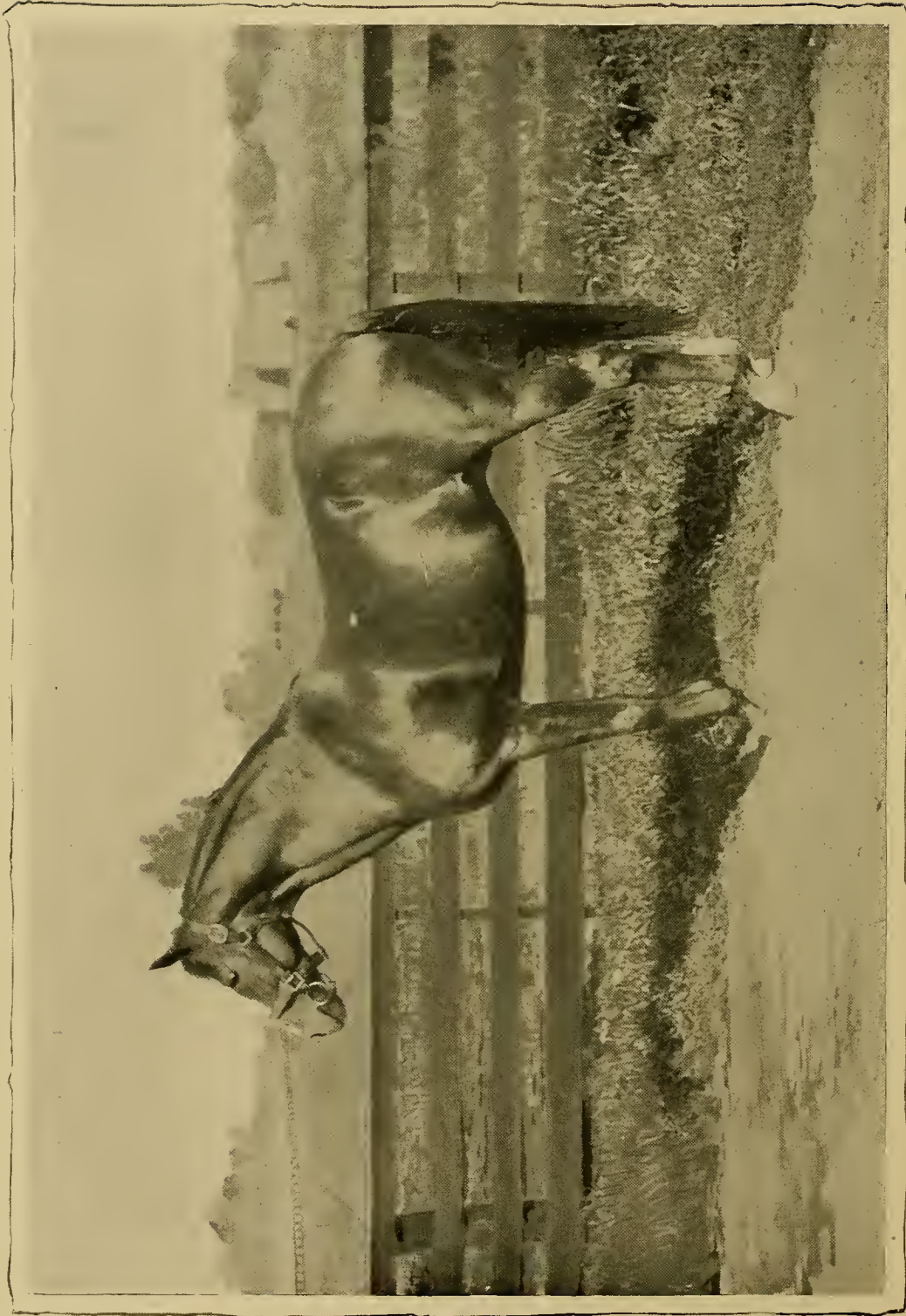
Knight of Ellerslie maintained the high standing of his descent. He won the Preakness, the Army and Navy, and the Vernal Stakes, and a number of other races, and ran second to Panique in the Belmont. As a sire, however, he has covered himself with glory through having begotten such a noble animal as Henry of Navarre, the winner of 29 races out of 42 starts, in which he was unplaced on only two occasions, while his aggregate winnings in four seasons footed up \$71,015. It is to be observed, however, that, overshadowing as the fame of Henry of Navarre is, it should not cause us to overlook the other excellent horses whom his worthy sire has produced. Knight of Ellerslie's get include such winners as Herald, J. W. Brooks, Whist, Agnes H., Ruth Cleveland, Hazel, Knight, Trump, Sir Alfred, Ellsmere, Ellerdie Phaedra, Knight of Honor, Silver Brook, Knight of the Garter, Enchanter, Miss Prim, Nearest, The Huguenot, Sir Knight, Motor, and others. It may, indeed, be claimed that considering his opportunities, he has been as successful a sire of reliable animals as any in America.

Moss Rose, the dam of Henry of Navarre, although

only one of the twenty-four matrons at Silver Brook, is well entitled to the distinction she enjoys through the fame of her great son. She was foaled in 1883 at the celebrated Nursery Stud, and was by imported The Ill-Used out of Scarlett, a mare that on the side of her dam combined the blood of imported Glencoe with that of Kentucky and his father, the immortal Lexington. Imported The Ill-Used, though perhaps not favored by Mr. Belmont to the same extent that he favored others among his high grade stallions, came from the very pick of the Old World horses, being by Breadalbane out of Ellermire, and having for grandparents that remarkable sire Stockwell and the no less famous brood mare Blink Bonny. Moss Rose's sire, in fact, represents what the English turf has sagaciously called the "ready-money cross" in its perfection, while on the maternal side she belongs to the family which gave America its best horses up to the modern development of scientific breeding. Moss Rose also foaled Turk II., a frequent winner, and has produced several full brothers to the great Henry of Navarre, of whom good results may be expected. The Huguenot, foaled in 1895, has shown himself to be a very high class colt.

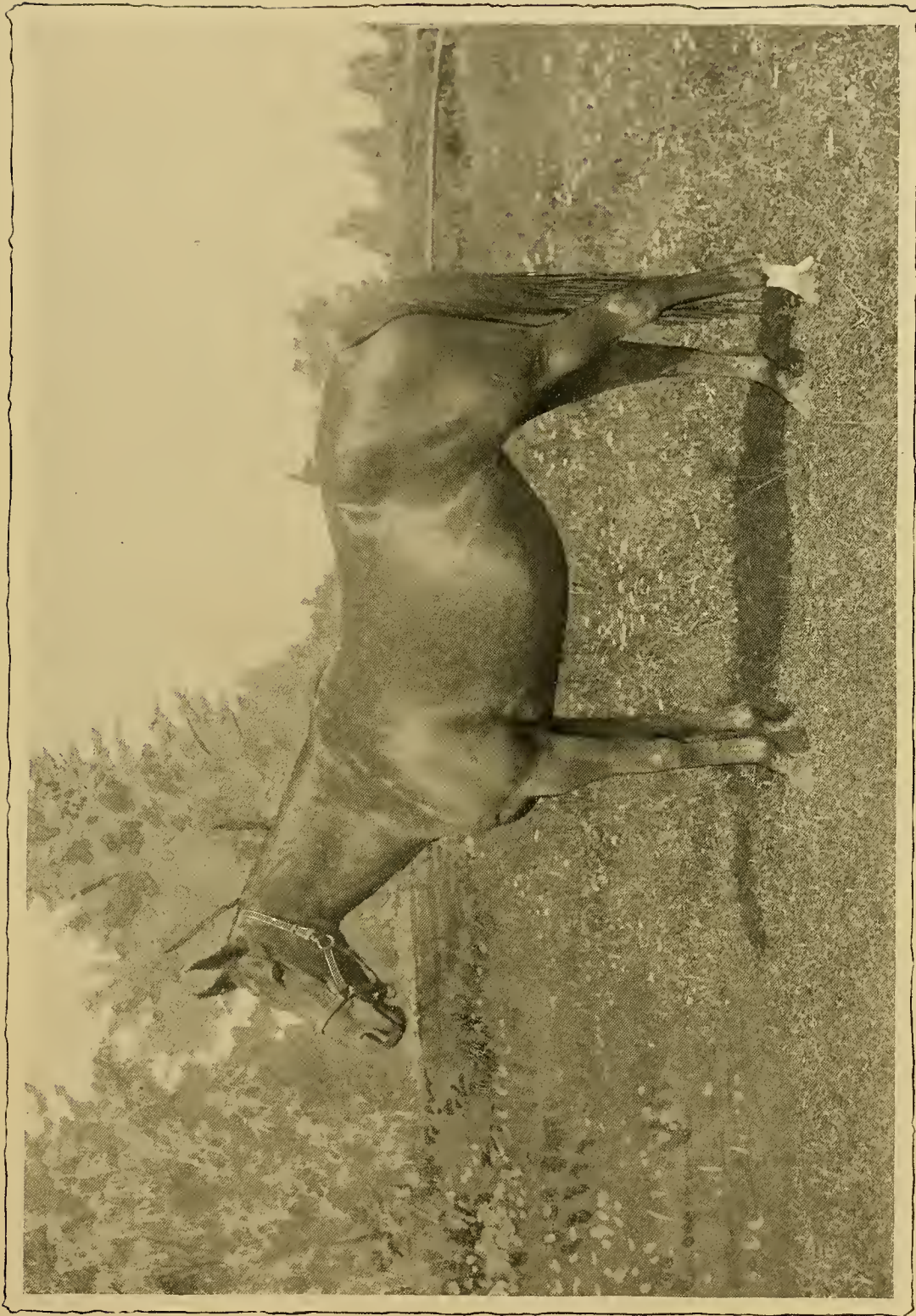
Tristan is another stallion who is sustaining the reputation of the Silver Brook establishment by his achievements in the stud. Foaled in 1885 at the Elmendorf Stud, he was winner of the Thistle and the Average Stakes, and the Metropolitan, the Algeria and the Runnymede Handicaps. Winning in all 17 races, being second in 21 and third in 8, his purses and stakes during his brilliant career aggregated more than \$32,000. His record of 1 minute, 51½ seconds, for 1⅛ miles, carrying 114 pounds, made in the Metropolitan Handicap, when he defeated Tenny, is still unbeaten. Among the other rivals whom he conquered in his various races were Prince Royal, Tea Tray, Eurus, Ambulance, Reporter, Eric, Oriflamme, Torso, Demuth, Senorita, Clarendon, Fitzjames, Diablo, Sir Dixon, Judge Morrow, Raceland, Los Angeles, Inspector B., Tournament and, in addition, a long list of other horses of no small reputation. Tristan is by imported Glenelg, the sire of Firenze, Los Angeles, Dry Monopole, Monitor, Louise, Post Guard, Insolence, Little Minch and others of a correspondingly high quality.

Tristan is the sire of Governor Griggs, Monroe Doctrine, Trillo and others. The latter's get have appeared on the track only since 1895. Among them are Albanian, winner of the Bouquet Stakes at Morris Park in 1896, and several other horses very well regarded. Tristan still has many years of usefulness before him in the stud, and it will be Mr. Appleby's constant desire that the mares he serves shall be of a grade calculated to insure successful results with the product.



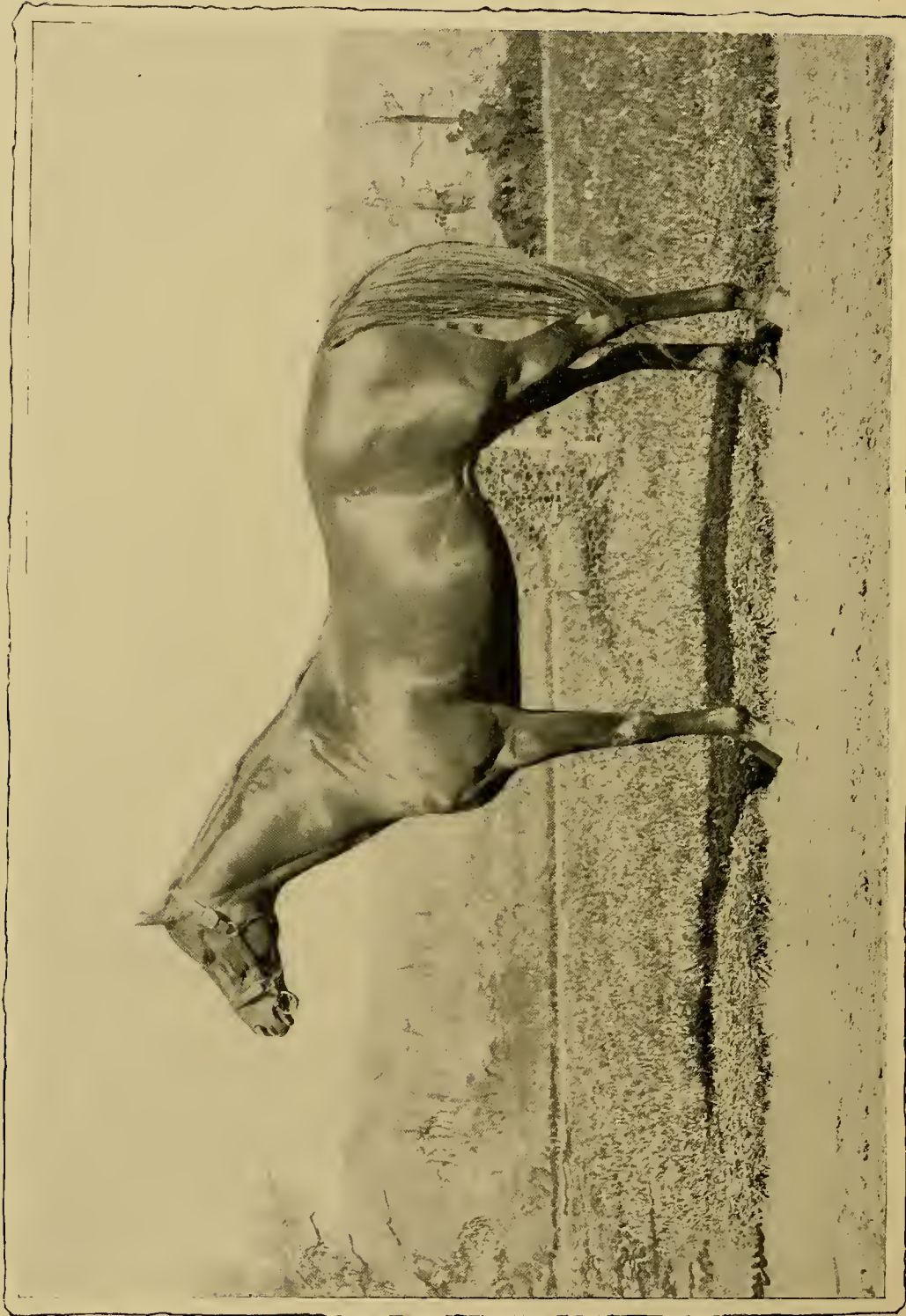
SILVER BROOK STUD

KNIGHT OF ELLERSLIE



SILVER BROOK STUD

MOSS ROSE



SILVER BROOK STUD

TRISTAN

As a type of the modern gentleman devoted to high-class sporting matters, Mr. Augustus Clason has been conspicuous for nearly a generation. A native of New York City, he has throughout his life been prominently identified with the business and social affairs of the metropolis. Mr. Clason is descended from an old Connecticut family, from which Clason's Point on Long Island Sound took its name. He was born in New York, May 4, 1845, in the house of his grandfather, Mr. Reuben Withers. Being a nephew of the late Mr. D. D. Withers, Mr. Clason came naturally by his interest in thoroughbred racing.

His uncle's prominence in racing affairs naturally turned his attention in that direction, and even as a boy he began to give attention to the performances of the blood horse. While little more than a youth he became a gentleman rider, and his early experiences included a personal participation in many noteworthy events that distinguished the turf in the vicinity of New York during the decade or so that immediately followed the close of the Civil War. One of his particular achievements in this period, and one that was long remembered in local racing circles, was the race that he won in the autumn of 1875 on Big Sandy, one of the good horses of that time.

The love of the turf that thus began with

Mr. Clason in his early years has never forsaken him. For more than twenty years he has been one of the prominent representatives of the gentlemen sportsmen of New York, whose presence and patronage exercise such a healthful influence on the sport, and to whom the contemporaneous turf is under such obligations of gratitude for its present high standing. He has been untiring in his devotion to

racing, and although he has had common experience with all other turfmen in not always seeing the hoped-for success crowning his efforts, he has never been discouraged, nor has he abated in the least his energetic labors. The spirit that animated his uncle also inspires him, and he keeps up to the high ideal in all racing affairs that were fixed by that eminent turfman. Believing that no greater service can be rendered to the cause of racing generally than by an intelligent and laborious attention to the subject of breeding, he has engaged in that pursuit. Of late he has laid the substantial foundation for a breed-

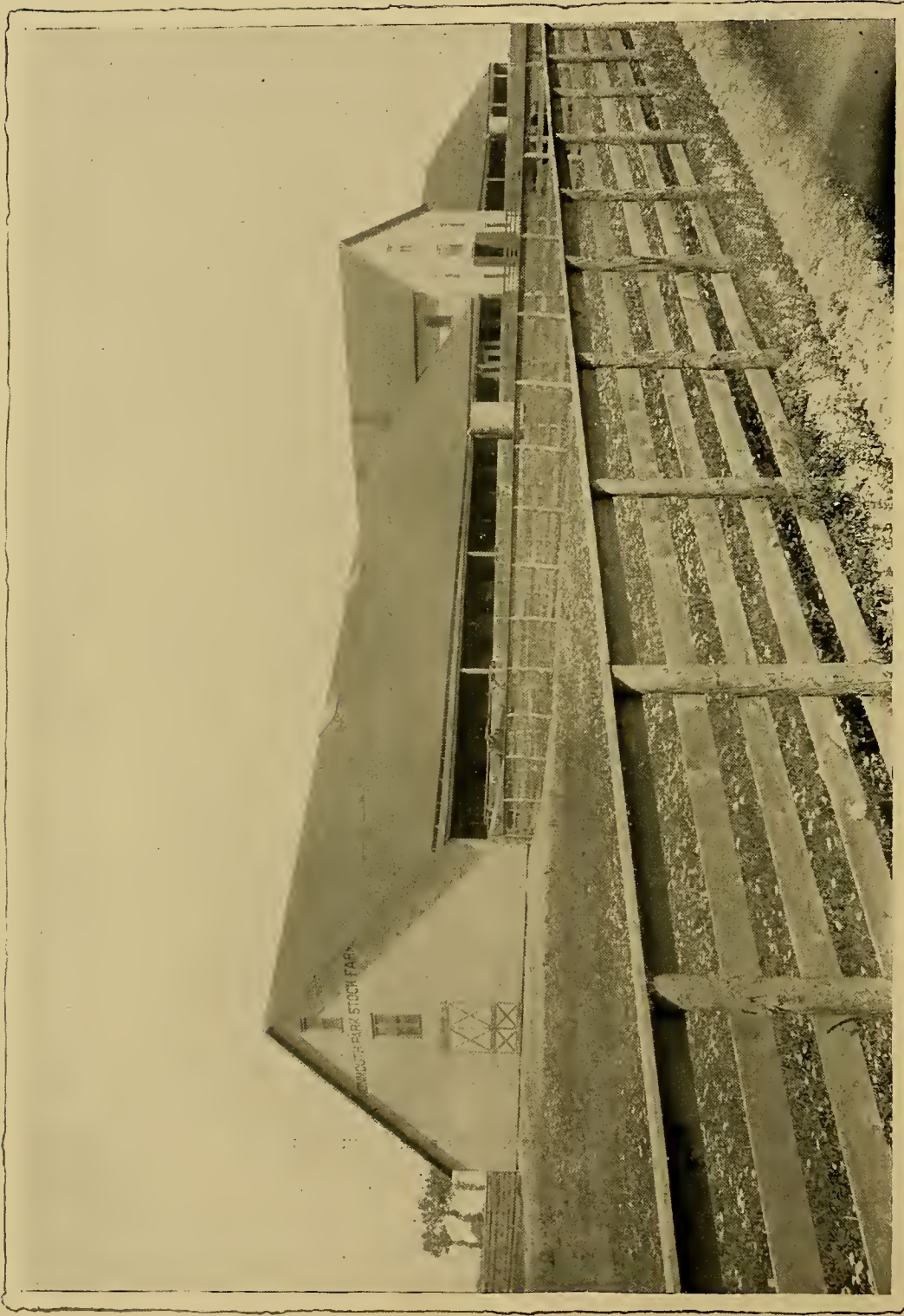
ing establishment that has already had a very pronounced influence through several of the thoroughbreds that it has produced, and that the owner is determined shall grow in extent, character and usefulness.

For a number of years Mr. Clason was interested in agricultural enterprises, and also gave attention to the breeding of trotting stock and mules. In these occupations he was eminently successful, but they never engaged his undivided effort as has the breeding of thoroughbreds. To the latter pursuit he has given a great deal of time, not only in the practical management of breeding affairs, but also in the study of breeding methods. At the present time the Monmouth Park Stock Farm at Long Branch is foremost among his



AUGUSTUS CLASON
PROPRIETOR, MONMOUTH PARK STOCK FARM.

racing interests and commands, exclusively, whatever of time he can take from purely commercial enterprises. The estate comprises some 40 acres of pasture and arable soil. There are pleasant turf memories attached to it, for it was originally the yearling sales stable connected with the Monmouth Park Racing Association. Naturally, it became identified with Mr. D. D. Withers. As a matter of fact



MONMOUTH PARK STOCK FARM, STABLES

it was an adjunct to Mr. Withers' other racing enterprises. Although comparatively small in extent, the Monmouth Park Stock Farm is thoroughly well equipped, while its proximity to New York City is not the least important element in its attractiveness. Its stable is a commodious structure, 410 feet long by 80 feet wide, and has 104 box stalls. In connection with the building there is also an exercise track that is a fraction over five-eighths of a mile. The stable is always well occupied, for outside horses are taken to board, while the fact that Mr. Clason's principal stallion Pactolus is available to the public attracts many brood mares there during the season.

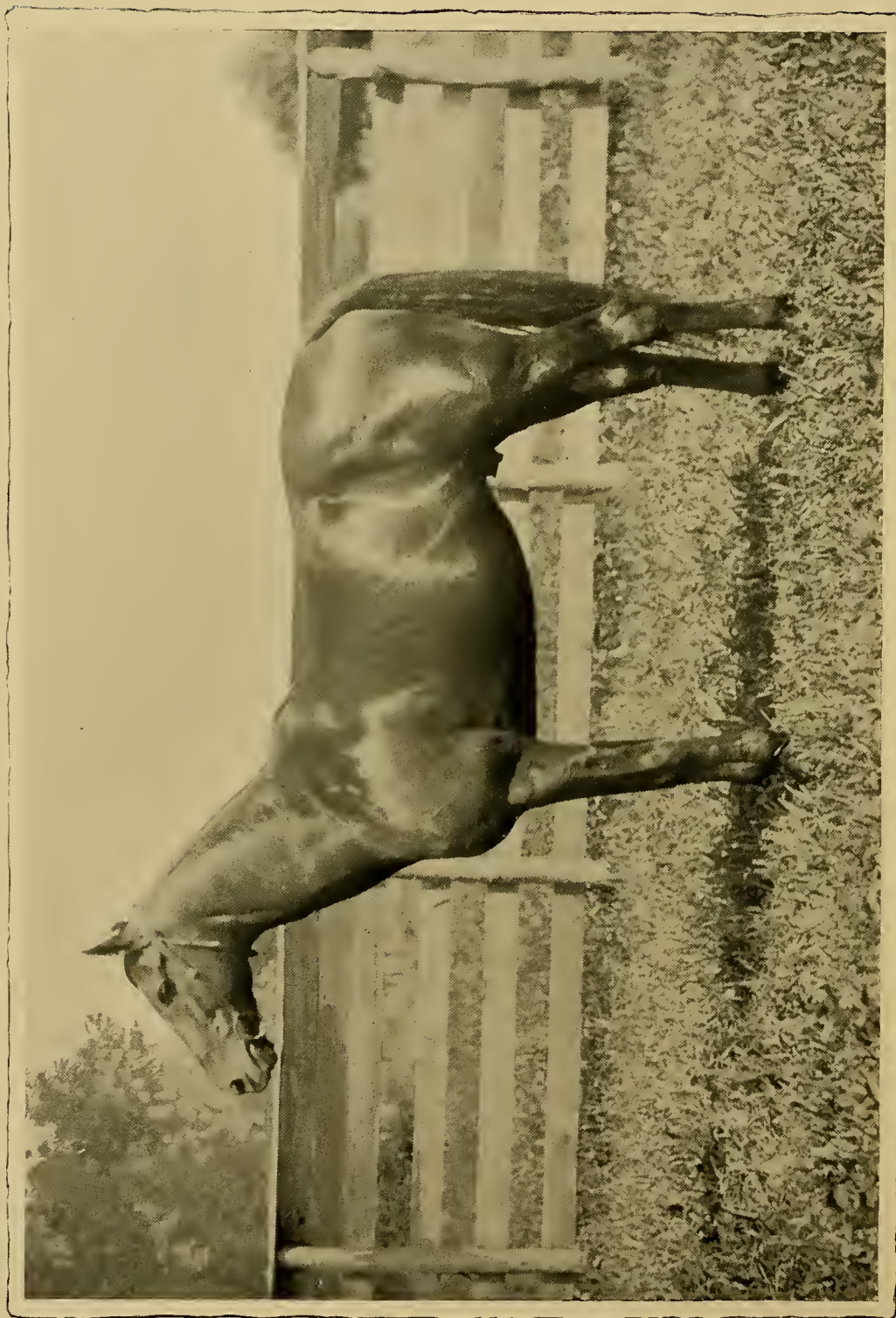
Pactolus is a brown horse, who was bred by Mr. Withers, and was highly valued by him. He was foaled in 1889. His sire was by the celebrated Uncas, own brother to Wanderer by Lexington. The dam of Uncas was Coral by Vandal, who was the sire of such noted thoroughbreds as Chieftain, Sorcerer, Laggard, Dunboyne and others. Uncas has one of the fastest $1\frac{3}{8}$ miles on record, 2 minutes, $21\frac{3}{4}$ seconds. Cadence, the dam of Pactolus, was also the dam of Orator, Jack McDonald, Trill, Cascade, and other good ones. She was by imported Macaroon out of imported Castagnette, who was also the dam of Casino and others. Castagnette was by Marsyas, son of Orlando by Touchstone, and her dam was Cachuca by Voltigeur, who was the sire of imported Billet, Vedette, the sire of Galopin, Speculum and others. Further back on the side of his dams, Uncas traced to Ayacanora by Birdcatcher; Pocahontas by Glencoe, who was the dam of Stockwell, Rataplan, King Tom and others; one of the most noted and potent racing families in the world from which, in the direct female line, such horses as Sir Peter, Tramp, Velocipede, Vermouth, Glaucus, Flatcatcher, Rayon D'Or, Flying Dutchman, and many other noted ones, besides those already referred to, have been descended.

As a race horse Pactolus had a first-class reputation. As a two-year old he won the Red Bank Stakes at Monmouth Park, $\frac{3}{4}$ of a mile, in 1 minute, $16\frac{3}{4}$ seconds, beating a good field of colts. He then won the Free Handicap Stakes at Monmouth Park, $\frac{3}{4}$ of a mile, in 1 minute, 14 seconds, upon a heavy track with a good field behind him. Then he ran second in the Tyro Stakes, beating Fremont, Airplant, Hell Gate and others, and third to Merry Monarch and Victory in the Atlantic Stakes at Jerome Park, $\frac{3}{4}$ of a mile, in 1 minute, 18 seconds. As a three-year old he won the Cape May Handicap, $1\frac{1}{8}$ miles, in 1 minute, $54\frac{1}{4}$ seconds; the September Stakes, $1\frac{3}{8}$ miles, and the Oriental Handicap, $1\frac{1}{4}$ miles, in 2 minutes, 11 seconds. He always traveled in good company and in this year defeated such first-class runners as Captain Brown, Fremont, Westchester, Yorkville Belle, The Pepper, Pickpocket, Lamplighter, Fidelity and Raceland.

As a four-year old he did not start, but as a five-year old he ran second to Kingston in a $\frac{3}{4}$ mile sweepstakes in 1 minute, 17 seconds, beating two others; won a sweepstakes $\frac{3}{4}$ of a mile, in 1 minute, 17 seconds, beating My Gyps, Charade and three others, and won a purse, $\frac{7}{8}$ of a mile, in 1 minute, $33\frac{3}{4}$ seconds, over a heavy track, beating four others. Since 1895, he has been at the head of the stud at the Monmouth Park Stock Farm. Besides this notable sire of runners, Mr. Clason owns the following brood mares: Blackey by Warwick out of Nana; Golden Phœbus by Bullion out of Scissors; White Label by Dry Monopole out of Ban Flag; Stonenellie by Stonehenge out of Nell; Aria by Ventilator out of Pouch; Blandona by Longfellow out of Blanche J.; Miss Belmont by Prince Royal out of imported Heroine; Heritiere by Sensation out of Heiress; Nisquanona by Macaroni out of War Paint, and Syrinx by Eolus out of Lady Grace. The last mentioned mare has just come to the stud from her racing career.

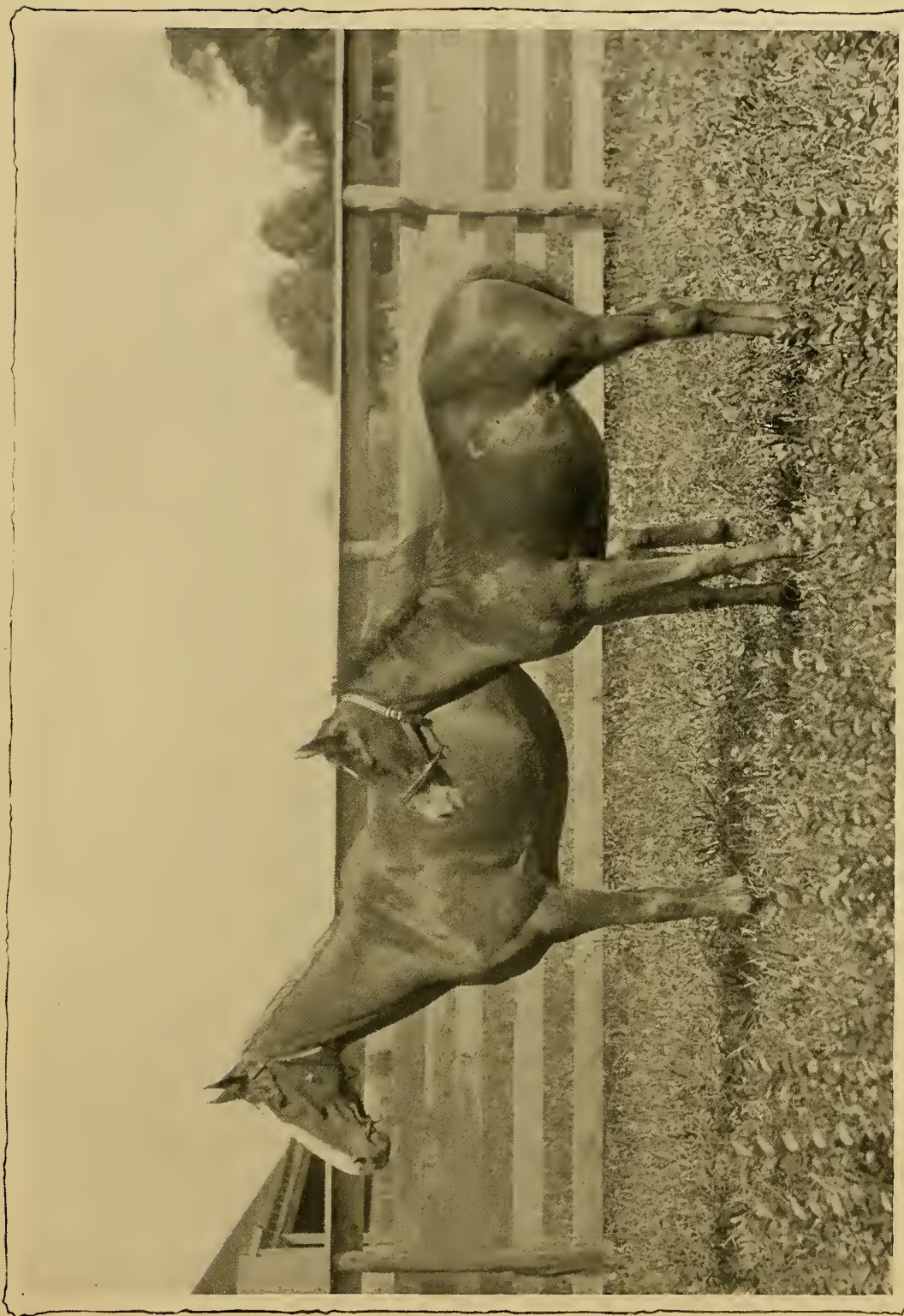
While Mr. Clason's breeding and racing stable is not large, it is decidedly select in its composition and has done well on the race course. It is the owner's ambition that horses of his own breeding shall make his colors more prominent in the near future and in that respect he is following the tradition of his distinguished uncle. His string in 1897 comprised Leonore, a brown filly by Darebin out of La Favorita, Syrinx by Eolus out of Lady Grace, a beautiful filly by Ludwig out of Blandona, Cassette, a brown filly by Uncas out of Castalia, and Alicia by Daniel out of Lady Alice. Cassette was the main dependence of the stable in 1896 and again in 1897. In 1896, she won upward of \$5,000 for her owner. In 1897 her best achievement was winning the Fordham High Weight Handicap for two-year olds and upward at Morris Park in October, over the Withers mile. She carried 102 lbs. and was ridden by Bergen, covering the course in 1 minute, 43 seconds. The race was won driving by a head, with Typhoon II. second and Thomas Cat third.

A notable figure in connection with Mr. Clason's establishment is Mr. William H. Antonidus. Born in Leedsville, N. J., in 1865, he entered the establishment of Mr. D. D. Withers when he was a boy of eleven years of age. There he remained for sixteen years, advancing to positions of trust and responsibility and becoming one of the most valuable members of Mr. Withers' staff. Upon the death of Mr. Withers it was natural for him to transfer his allegiance to Mr. Clason, and with the exception of a short period, which he spent with Col. Jacob Ruppert, Jr., and Mr. Walter Rollins, he has maintained his connection with Mr. Clason uninterruptedly. For five years he has been Mr. Clason's trainer and in charge of the breeding establishment.



MONMOUTH PARK STOCK FARM

PACTOLUS



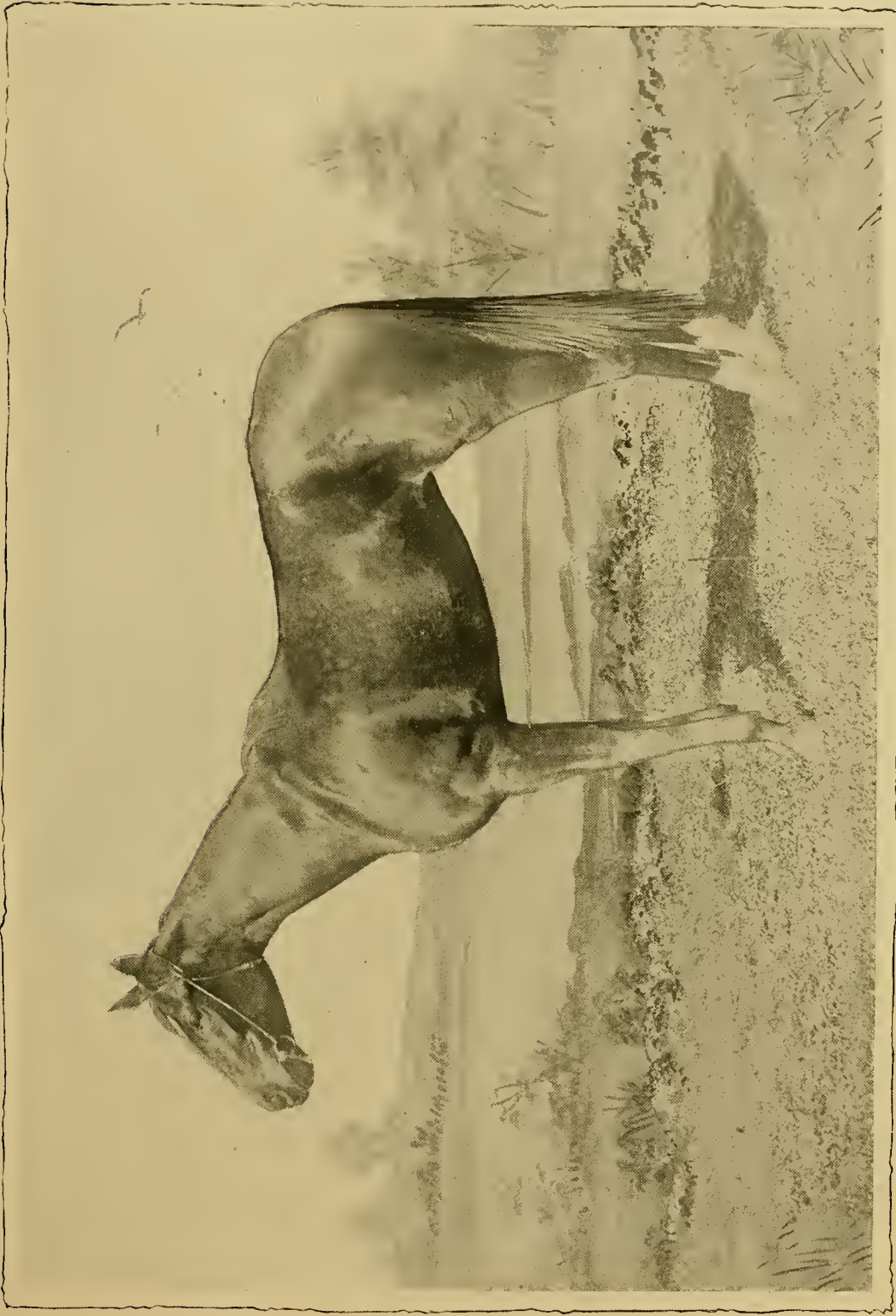
MONMOUTH PARK STOCK FARM

STONENELLIE AND PADUASOY



MONMOUTH PARK STOCK FARM

ARIA AND PACTARIA



MONMOUTH PARK STOCK FARM

CASSETTE



McGRATHIANA STUD

HANOVER

One of Kentucky's most celebrated stud farms has been, and now is, the McGrathiana. It consisted originally of a property of nearly 500 acres, located about three miles from Lexington on the Newtown Turnpike. Adjoining the Nursery Farm of Mr. August Belmont, it is situated in what may well be called the heart of the blue grass region. McGrathiana was founded by that well known and lamented turfman, Mr. Henry Price McGrath, from whom the place took the name that it has retained even down to the present day. In the early days of the establishment such famous racers as Aristides, Tom Bowling, Susan Ann, Aaron Pennington, Chesapeake, Calvin, Leonard, Thora and Passaic were connected with it. There were few better horses in his day than Tom Bowling, who beat everything in his class, while Thora was a filly that has never been surpassed, even if equaled, by the fastest of her sex in this country. The fame of McGrathiana spread throughout the country, and it assumed a place in the breeding world second to none other of its kind. The grand old mansion of the estate with its massive columns was a noted architectural structure, and there its owner delighted in the open hand of hospitality.

After Mr. McGrath had passed away, the farm was purchased by Mr. Milton Young, and from being a private breeding establishment, it became a high class public stud, from whence some of the most famous yearlings of the last decade of the century have come forth. Mr. Young is a native Kentuckian, having been born in Union County. He began his racing experience at an early age, in fact long before he had passed out of his teens, and has risen from the humblest occupations connected with the turf, until now he is one of its most important factors in this country. Before he became the owner of McGrathiana he was well known on the racing field. Such horses as Beatitude, Bancroft, Bootjack and others often carried his blue and white jacket to the front in many a hard fought contest, East and

West. As a turfman he was pre-eminently successful and had the happy faculty of bringing out strong horses at very opportune times. Many of the famous stakes of the American turf fell to him, and no stables represented upon the Eastern courses were ever more popular or achieved a greater degree of merited success. In one season he won 54 out of the 103 races in which his stable contested.

As master of McGrathiana, he not only succeeded in maintaining the high reputation that the establishment had acquired under his predecessor, but has even added greater distinction to it. During the few years that he has given his attention to breeding, he has attained to a position in that particular branch of turf business second

to none other of this generation. Nor has his success been achieved only as a breeder. He has been recognized as one of the leading and most influential spirits in the racing world of to-day, especially in the South and West. The high esteem in which he is held by his associates has been repeatedly shown by his election to office in connection with turf affairs and in the dependence that is placed upon his judgment in the many difficult questions that arise in administration. For several years he was president of the Western Turf Congress and was also president of that representative racing organization, the Kentucky Association. He has also



MILTON YOUNG
PROPRIETOR, THE McGRATHIANA STUD

been called upon to render valuable practical assistance at racing meetings as presiding judge of the Cincinnati Jockey Club meetings at Oakley Park and the meetings of the Kentucky Association at Louisville. The McGrathiana farm now contains 1,050 acres of the best blue grass pastures. The stables and other accommodations for the equine guests of the proprietor are of the most approved character and contain over 300 box stalls.

The stallions who have stood at McGrathiana have included some of the most famous that have graced the American turf. Their names make a long and imposing list, on which appear such notable ones as Onondaga,



MCGRATHIANA STUD

LAMPLIGHTER

Strathmore, Lamplighter, Hanover, Duke of Montrose, imported Pirate of Penzance, Sobranje, Longstreet, Potomac, imported Rapture and many others. Potomac, it will be remembered, was one of the best sons of the great St. Blaise, and Sobranje was by imported Mortemer out of Spinaway. As famous as any one in this lot is Onondaga, who still stands in service, handed down to the present owner from his former proprietor. Onondaga has had a sensational career. As a race horse he ranked in the first class, as the sketch of his life, which we have elsewhere given, clearly demonstrates. During the latter years of his life he has been afflicted with blindness, as was the great Lexington before him, yet he has maintained his usual spirit and gameness. In fact, he has acquired a considerable reputation for viciousness. At times in his life it has been found necessary to enclose him in stoutly protected paddocks, while it has been scarcely safe for any one to approach him, save his owner and familiar attendants. His success in the stud has been not less notable than his career on the race course, and through his famous progeny he has transmitted to contemporaneous thoroughbreds some of the best qualities of his sire, imported Leamington, and other noted ancestors. In one year alone, 1891, when he headed the list of winning sires at McGrathiana, he was represented by 60 performers, first among whom was Curt Gunn, others being Busteed, Ambulance, Chimes, Portlaw, Oregon, Once Again, Patti Rosa, On the Lea, Orinoco, L. J. Knight and others.

For several years Strathmore, previous to his death, stood at the head of the McGrathiana stud. In a single season the son of Waverly leaped into prominence and took a foremost place as one of the best sires of the period. To have two such great colts as Strathmeath and Balgowan in his first season was the making of the reputation of Strathmore, a reputation that has steadily increased as the years have gone by. Duke of Montrose was for a long time one of the successful stallions of the McGrathiana. He was by Waverly out of Kelpie by imported Bonnie Scotland. His sire was a son of imported Australian and imported Cicily Jopson by Weatherbit. Through Kelpie he traced to the celebrated Levity family, and thus belongs to a family that has produced more winners than any in the Stud Book. As a sire he has established a great name for himself, being the sire of Montrose (winner of the Kentucky Derby), and other important races; Linlithgow, Retrieve, Promenade, Spinalong, Monterey, Skedaddle, Pocahontas, Howard Mann and more than a score of other good ones.

Imported Pirate of Penzance, who was foaled in 1882, has long been another of the successful stallions of this stud. He was the son of imported Prince Charlie, who was by Blair Athol out of Eastern Princess by Surplice. The dam of Pirate of Penzance was Plunder by Bucca-

neer. She was a winner and the dam of Pillage, Maid Marian, Warren Hastings and Lord Clive. The dam of Plunder was a sister to Ægis by Defence, and out of Soldier's Joy by The Colonel, and the pedigree goes back through Galatea by Amadis, Paulina by Sir Peter and Pewet by Tandem, to a mare by Bustler. Pirate of Penzance was a winner in his two, three, four and five-year old forms. As a sire, he has produced Bandit, Pirate King, Bob Carter, Lucy Belle, Dawn, Penzance, Flushing, Joe Clark, Rondo, Kenstons and numerous other good ones.

A first-class race horse, Macduff, by imported Macaroon, son of Macaroni and Songstress by Chanticleer, has also been a successful sire. His dam was Jersey Lass by imported King Ernest; she was the dam of Ayrshire Lass, Umilta, Ellen H., Sapphire and others. His grandam was Jersey Belle by imported Australian, and the dam of Favorite, Macbeth, Kingcraft and others. His great-grandam was Aerolite by Lexington, she being also the dam of Fellowcraft, Rutherford, Spendthrift, Miser and others. Macduff was the winner of the Champagne Stakes as a two-year old, and in his three-year old form won three races, after which he was placed in the stud. His get have included Adelbert, Macbeth II., who won the Kentucky Derby; Dollikins, a good stake winner; Dundee, Harrison, Preakness Lass, Dunbarton, Ruby Royal, Kentucky Lady, Charter Oak and many others.

That excellent race horse, Favor, was long held in high esteem by Mr. Young. He was a compact and sturdy son of Pat Malloy, and much resembled his grand-sire, the immortal Lexington. Imported Woodlands was one of the earlier inmates of the McGrathiana Stud. He was a good horse of the typical English thoroughbred style. He gave to the turf that clever racer Cracksmen, and also Servitor, who was a very good colt. He was also the sire of the excellent filly Innovation. Mr. Young has also had imported Simple Simon, imported Fortissimo, imported Pessara, and imported White Jacket. Three other good American stallions have been bred to his mares. First, there is Fonso, who was a first-class race horse and a winner of the Kentucky Derby, the Phoenix Hotel Stakes, and other important races. The get of Fonso includes Ben Eder, Appomattox, Fore-runner, Forest Belle, Freedom, Contest, Prince Henry and numerous others. With him has also been Troubadour, one of the best horses that has run in this decade, the winner of the Suburban, Sensation, Criterion, St. Louis, St. Leger, Ocean and Monmouth Cup, a special match with Miss Woodford, and many other races. As a sire, he will be remembered for such distinguished get as La Cigale, Daily America, Lookout, Too Quick, Portugal and others. The third of this remarkable trio of sires is George Kinney, who won the Flash, Tennessee,

Kentucky, Saratoga, Hopeful, July Withers, Belmont, Jerome, Lorillard, Kenner, Dixie, Breckenridge, and numerous other races. He is the sire of Flyaway, Lilly Kenney, Greyson, Blossom, Jack Martin, Crusader, Metropole, and numerous others.

The get of the stallions who have stood in the McGrathiana Stud have been pre-eminently successful. The first two-year olds of Hanover came out in 1894, and the winners from among them reached the unprecedented number of twenty-one. That year his get won \$65,175, and in 1895, 1896 and 1897 he stood at the head of the winning sires. In 1895, he had fifteen two-year old winners, in 1896, nine, and in 1897, nineteen. In 1895, his get won \$106,005; in 1896, \$84,745, and in 1897, \$116,140. Strathmore had two-year old winners as follows: in 1893, seven; in 1894, six; in 1895, twelve; in 1896, ten, and in 1897, fourteen. In 1893, his get won \$52,879; in 1894, \$41,914; in 1895, \$45,445; in 1896, \$52,353; in 1897, \$33,614. The get of Onondaga have been as eminently successful as those of any other stallion in modern times. In 1889, they won \$55,155; in 1890 over \$51,000; in 1892, \$107,500; in 1893, \$100,054, and in 1894, \$58,079. Up to January, 1898, they had won over \$600,000. The get of the Duke of Montrose won, in 1893, \$58,316; in 1894, \$56,320; in 1895, \$25,750; in 1896, \$18,512, and in 1897, \$25,184. In 1893, he had six two-year old winners; in 1894, five; in 1895, six, and in 1896, one. Lamplighter made his first season in 1896, and his first yearlings, who were by Belle of the Highlands, Glidaga, Hair Belle, Lida Stanhope and Princess Lorraine, were ready for sale in the season of 1898. The first offspring of imported Pirate of Penzance came out in 1893, when ten of them were in the winning two-year old class. In 1895, he had twelve two-year old winners, in 1896, ten, and in 1897 eight. The winnings of his get amounted to \$19,980 in 1893, and ran up to \$40,034 in 1896, and \$44,999 in 1897. In 1895, the get of Macduff won \$19,315; in 1896, \$8,445, and in 1897, \$13,034. Early in the season of 1898 Satsuma alone won \$8,000.

Among the many celebrated dams of the McGrathiana have been several who have been identified with the establishment, both under the administration of its founder and also of its present proprietor, while others have only been inmates of its stables during the regime of Mr. Young. Prominent among the former have been Maria by imported Bonnie Scotland, the dam of Once Again and of Ambulance, both by Onondaga, Patti, the dam of Montrose, Reprieve and Promenade; Perhaps, the dam of Dilemma, Chance, Doubt and Reckon; Beatitude, the dam of Bootblack and Blessing; Sophronia, the dam of Curt Gunn, and Nellie Booker, the dam of Ten Booker, Oarsman, Bootmaker and The Sheriff. These and many others have passed away into the heaven of all good thoroughbreds. To-day their successors are a

half hundred in number, all of them of distinguished lineage, while many of them have done good service, both on the race course and in the stud. A description of a few of these representative matrons and a setting forth of their royal descent will be found interesting, especially as giving a good idea of the general character of Mr. Young's establishment.

Keepsake, who was by Onondaga, is the dam of Val-kyrie and Toby Smith. She was the daughter of Kelp, who was by imported Strachino. Her dam was a winner and the dam of Onaway, Luella B., Ondawa, Upward, Sloe and Kempie. The dam of Kelp was Kelpie by imported Bonnie Scotland; she was the dam of Ovation, Overture, Janet, Duke of Montrose, Annette, Astrakhan and Miss Austine. The dam of Kelpie was a sister to Ruric by imported Sovereign, and the dam of the sister to Ruric was the famous Levity by imported Trustee. Another of the McGrathiana matrons is Dilemma by Onondaga out of Perhaps, who was by imported Australian and the dam of Perplex, Reckon, Chance, Hardly, Doubt, Probability and others. The dam of Perhaps was Mishap by imported Knight of St. George and her grandam was Lorette by imported Sovereign. Mishap was the dam of Crockford, Misfortune, Misdeal, Sophy and others, while Lorette was a winner and the dam of Scharette and others.

Flying Witch by Duke of Montrose is the dam of Eulalia. She was a daughter of Ten Witch (sister to Cardinal McCloskey), who was by Ten Broeck out of Waterwitch by Asteroid. The dam of Waterwitch was imported Weatherwitch by Weatherbit; she was the dam of Fonso, Little Mack, Weathercock, Witchcraft and others. Miss Baden, who has been bred to Hanover, is a half sister to Heleva, who was the dam of Pocahontas and Ethelinda, both of whom have been good winners. She is by Baden Baden; her dam Heva was by imported Mortemer and a winner and half-sister to the game McWhirter. The dam of Heva was Ontario by imported Bonnie Scotland. She was a capital winner and the dam of such good ones as Kilburn, McWhirter, Lizzie McWhirter, Hercules, Hypasia, Rancocas and McKeever.

Space will admit only of the merest mention of some of the other fine matrons of the McGrathiana Stud. The list includes Philura by Jils Johnson, out of Zelica by Virgil, her dam being Asia by imported Australian; Jersey Girl by imported King Ernest out of Jersey Belle by imported Australian; imported King Cup by Kingcraft out of Nutbeam by Lord of the Isles; Astrakhan by Strathmore out of Kelpie by imported Bonnie Scotland; Vera by King Alfonso out of Veritas by Lexington; Expectation by Hindoo out of Sophronia by Ten Broeck; La Juive by imported Mortemer out of Judith by imported Glenelg, the dam of Judith being Madam Dudley

by Lexington out of imported Britannia; Princess Lorraine by Iroquois out of Bric-a-brac by imported Bonnie Scotland; Extra by Duke of Montrose out of Lizzie S. by Wanderer, and descended from Leamington, Lexington, Glencoe, Levity, Trustee and Tranby and many others of early distinction.

Thoroughly practical in all his ideas, Mr. Young gives to McGrathiana the benefit of long experience and of careful study of thoroughbred pedigrees and capabilities. His clear judgment of the good qualities of the horses that come under his eye has given him unusual success, and there are few men in the business who so rarely make mistakes in their breeding operations. He is in no sense a theorist, or a believer in the favorable possibilities of chance. He studies everything carefully, gives the closest attention to all the points, good and bad, of the horses that he brings together, and is not often at fault in divining the results. His motto has always been "To produce the best, breed the best together," and he has adhered steadfastly to this principle, which may be fairly considered as one of the fundamental causes of his success. Sometimes he has apparently departed from this rigid rule, but, after all, the departure has been more apparent than real. Two instances in particular are cited as bearing upon this point.

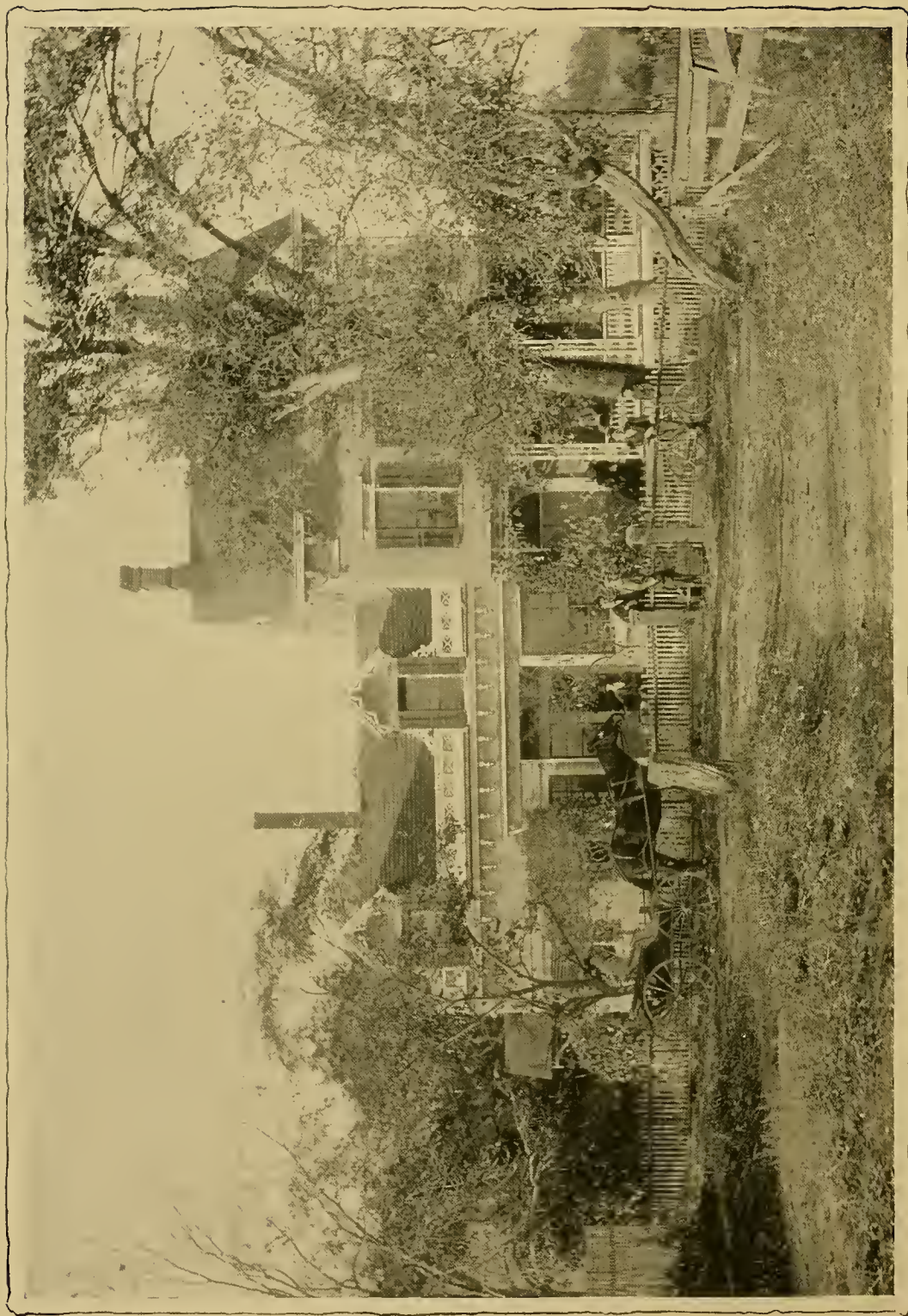
Mr. Young owned and trained the mare Patti. She was raised in Illinois and not broken until she was two years old, and it was then only with the greatest difficulty that she could be shod. Her owner was afraid to stint her to Onondaga, for fear of possible injury to that valuable stallion. So he resolved to play for lower stakes and bred the mare to Duke of Montrose, for which horse he had at that time less regard than he afterward acquired for him. The ultimate result of this almost haphazard union was Retrieve, Montrose and Monterey. Here then was, as Mr. Young has claimed, a complete exemplification of the value of his theory, for he holds that the union of Duke of Montrose and Patti was most certainly an instance of breeding the best together, even though, at the time, the good quality of the Duke of Montrose may not have been fully apparent.

Another instance in Mr. Young's career still further illustrates this point. For two seasons Flower of Meath was bred to Onondaga, but without success. The master of McGrathiana was now face to face with the possibility that the mare might never be of any value to him and he decided that it was inadvisable to further sacrifice the services of so valuable an animal as Onondaga, a horse whose merit had by this time become known to the racing world. With his practical way of looking at matters, he concluded to try Strathmore with Flower of Meath, since Strathmore, notwithstanding his good promise, was as yet an unknown quantity and might never be worth anything. The result of this

union was Strathmeath, one of the very best two-year olds of 1890.

Referring to this experience on one occasion, Mr. Young said: "These two incidents only go to prove my theory that you must breed the best to the best in order to procure a race horse. No man can control or change the laws of nature. The shrewdest and most successful breeder in the world was Lord Falmouth. Look at the results he achieved by breeding the best to the best; and his method has succeeded fully as well with other breeders who followed his lead. I myself believe in breeding for the market. Breeders cannot afford to experiment or theorize; the world doesn't stop while they sit down to figure out their theories, and they are liable to be left at the post. If I owned the Oaks winner in England and also her own sister, do you know what I should do? Well, I should breed the Oaks winner to the Derby winner, if I could get him, and sell the sister."

Several years ago Mr. Young was asked whether he did not believe that chance figures largely in the purchasing and owning of thoroughbreds. There was a good deal of philosophy and more of solid experience in his answer, which probably holds as good now as when it was given. His reply was, "It does and it does not, and I am going to explain what I mean by relating a little incident which dates as far back as my yearling sale of 1889. You know Early Blossom was sold in my lot that year, and when she was led into the ring I asked Mr. Easton to give it out on my authority that the filly was a confirmed cribber. The consequence was that she brought only \$300, and Jim McCormick got her. Well, shortly after she was cut down in 1890, I met Mr. McCormick and told him I regretted the accident, adding that Early Blossom had certainly served him well. 'Yes,' he said, 'I only bought the filly because you had it announced that she was a cribber, and because I have had great success with cribbers.' Now, would you say that Mr. McCormick was favored only by chance with Early Blossom? What he said was very gratifying, indeed, to me, for it bore out my interpretation of what the breeder and seller owes the public. He must leave nothing to be understood. Every defect, however trifling, should be brought out before the sale is made or bidding has begun. Now, on the other hand, in order to show you that there are two sides to every question, and which, when joined together, make but one in reality, so far as the honest seller is concerned, when Strathmeath was put up for sale, I got Mr. Easton to announce that I would bet \$5,000 the colt would win more money than any other sold, or to be sold, that could be named. So you see that both Early Blossom and Strathmeath turned out very well for my announcements."



RESIDENCE OF MR. SAMUEL TROWBRIDGE, BELLE MEAD, N. J.

A veteran turfman, Mr. Samuel Trowbridge has enjoyed an exceptionally wide experience, being a successful owner, a trainer of reputation and a breeder of thoroughbreds upon advanced modern principles. He was born in 1844, near Newport, Vermillion County, Ind., and from his earliest years was familiar with horses and imbibed a knowledge of the two great arts of breeding and training. He had already attained a mastery of the subject when in 1871 he formally adopted the turf as the object of his life business, beginning with a string of horses which he had carefully trained and which he raced at the Western and Southern tracks, winning many purses and stakes. From that time forward he has been prominent among the owners of the country and his stable colors, pink jacket and cap, are emblems of many well deserved victories at all the great courses of the country.

In reviving quarter racing particularly he not only made a great reputation in the turf world, but was strikingly successful, winning nearly every one in which he engaged. Indeed, he has made some of the greatest matches of this character ever seen in this country, either as to the amount of the stakes or the quality of the horses engaged in them. In the class of contests just referred to, as well as in his entire career upon the turf, he has been noted for the boldness and magnitude of his operations and his sportsmanlike attitude under all circumstances. The confidence with which he acts is, however, based largely upon his unrivaled knowledge of horses and of their preparation. He gives his own careful attention to the training of the four-footed favorites that bear his colors, and the principal credit for the performances of the horses in his stable that have been victorious on so many interesting occasions is unquestionably due to his personal skill in directing their training. At the same time, he has also surrounded himself with a capable corps of lieutenants, whose work admirably supplements the efforts and excellent judgment of their employer. As a breeder Mr. Trowbridge has been conspicuously successful. To a profound knowledge of the underlying principles of breeding he adds a sagacious liberality and a constant desire to improve his facilities. He has ever been on the lookout for available material for his stud, one of his most notable purchases having been made in 1885, when he secured the stallion Alinade, which, with the addition of some choice brood mares of high breeding, raised his establishment to the rank of one of the most important in the North.

Mr. Trowbridge's establishment at Belle Mead, N. J., is most advantageously situated in respect to the specially important primary requisites of climate, soil and water. The stables are of modern construction and contain accommodations for 100 head of horses, while all the necessary outbuildings, the cottages for the

help, and so on, are ample in proportions, and are maintained in perfect condition. Truly scientific principles in breeding govern the conduct of this stud, and many of Mr. Trowbridge's methods are original ideas of his own. Of the noted animals which have found their home in Mr. Trowbridge's establishment the first place must be given to the stallions, which include such well-known sires as OKema by Reform out of Maggie B B, and Dou José. From a breeder's standpoint the mares are all that could be desired. The list includes such dams as imported Nightingale, imported Cressid, imported Ochone, Juliet M. Hattie Trowbridge, Goldie, Ada Lambert (the dam of Queenie Trowbridge, Capulin, Florence and King Sam), Sarah Hall, Murt, Chickory and many others.

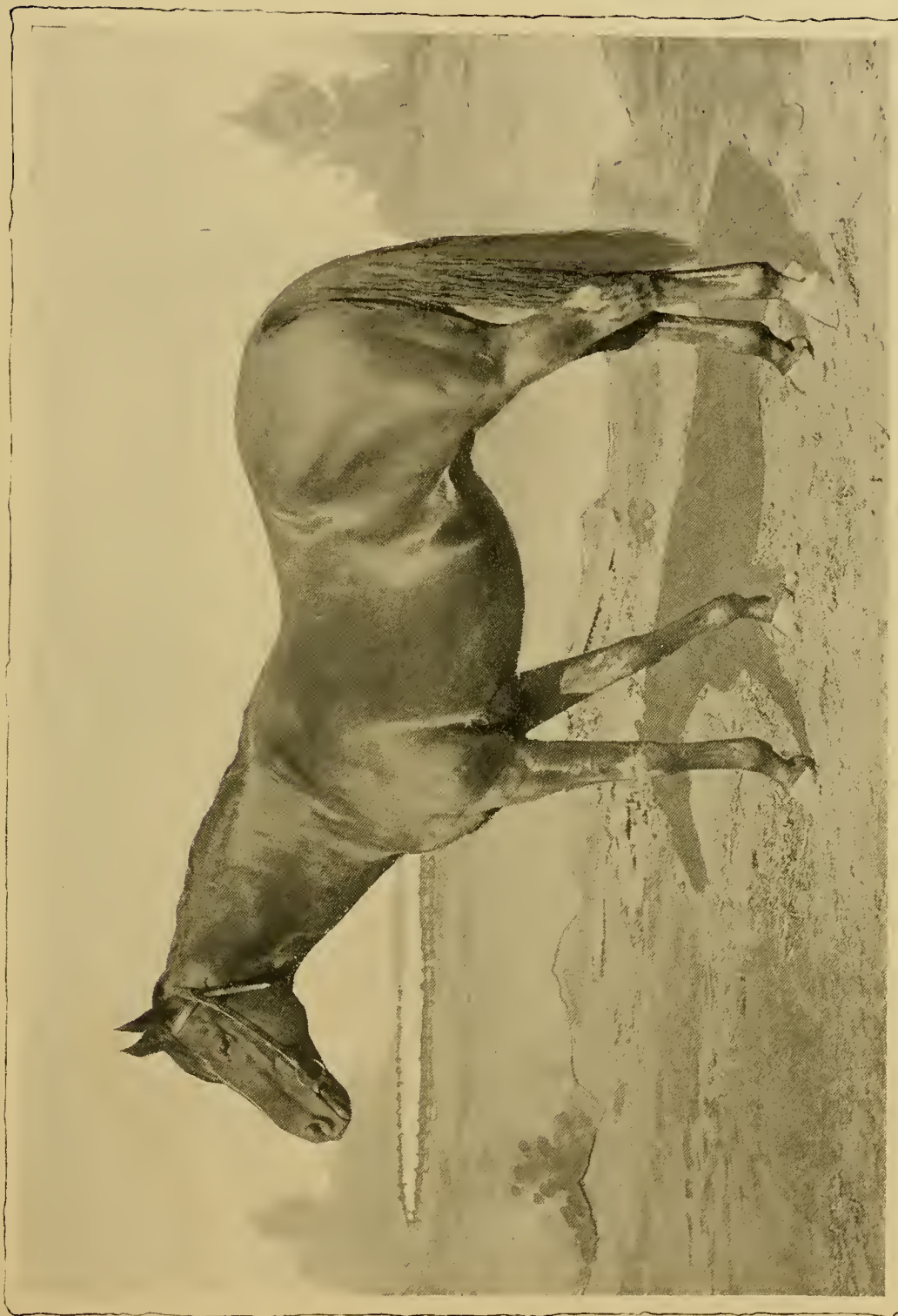
In the quality and the performances of the animals it has foaled, the Trowbridge farm does not yield to many similar establishments in America. Only a partial list can be given, but it contains the names of horses that have made their mark on the history of the turf. Among them are Queenie Trowbridge, who as a four-year old won \$100,000 for her owner in one race, and made a record on which any breeder might well afford to pride himself. Others of note which first saw the light here are Al Orth, Jack Allen, Queen Mab, Florence, Lady Mary, King Sam, Maudie Trowbridge, No Remark and a considerable number of other horses which have developed into satisfactory winners and performers of more than ordinary merit. At the same time it must be noted that Mr. Trowbridge does not belong to the class of horsemen who are satisfied with their possessions. On the contrary, he is a close student of the performance of horses, the characteristics developed by various strains and is a judicious purchaser of blooded stock from other establishments for the purpose not only of enriching his breeding stud, but of reinforcing his racing stable.

It has often been said by the numerous friends and admirers of Mr. Trowbridge that everything he touches turns to success. This would indeed be the impression derived from a survey of his record during the quarter of a century that he has been identified with the racing world and the breeding of the thoroughbred horse. In fact, it is to be regretted that the brief space at our command restricts the account of a career that has been filled with interesting and even exciting details. Mr. Trowbridge has been a factor in American racing so long and has been identified with events of such importance in this connection that his full history would give reminiscences of nearly all the notabilities, human and equine, that our turf has seen for nearly a generation. It can only be said here that throughout his career he has ever exhibited a conservatism that has been a valuable assistance in his success, and that he has always preserved his position by a strict adherence to legitimate methods, while his integrity has been ever proverbial.



SAMUEL TROWBRIDGE

IN THE PASTURE



SAMUEL TROWBRIDGE

OKEMA



SAMUEL TROWBRIDGE

DON JOSÉ

Coming from a Western family that for several generations has been conspicuously identified with race horses, Mr. H. Eugene Leigh has been one of the most notable figures upon the turf in recent years. He was born at Taylorsville, Christian County, Ill., August 25, 1860. Central and Southern Illinois has always been noted as a great horse section of the country and has held an interest in racing from the time of its earliest settlement. It is near enough to Kentucky to have early felt the turf influence emanating from that home of the thoroughbred. Quarter racing was one of the common forms of sport thereabouts, and for a generation or more was quite as popular as it ever was in the South in the old colonial days. Speedy animals, especially trained for such short contests, were held in high favor, and races between them were a favorite local pastime. Everybody indulged in these sports, and it was the height of the ambition of every youngster, as soon as he was able to maintain his seat on a horse, to have a mount.

Before he had fully entered his teens, Mr. Leigh had achieved a substantial reputation as a rider. He had a natural gift for horses and from his constant association with them acquired a knowledge more full and more reliable than it is the fortune of many men to have even through a long lifetime. At an age when most boys are studying their primers he made his first start in trading horses, and when he was only twelve years of age, such was the confidence placed in his ability and good judgment that his father, who was an extensive dealer, sent him all the way from Illinois to Buffalo, N. Y., with a string of horses to sell. It is needless to say that he was fully successful in executing this commission.

In 1873, when he was only thirteen years of age, Mr.

Leigh entered upon his racing experience. He started at the foot of the ladder, being engaged as exercise boy for Mr. William Emmet, and the experience gained in this and similar positions that he occupied for a year or two undoubtedly gave him a substantial foundation for his future great success. With Mr. Emmet's stable he remained for a single year and then went out as an exercise boy and jockey for Mr. Daniel De Camp, a famous old quarter horse man in Illinois. The youngster had become quite well known by this time and already had

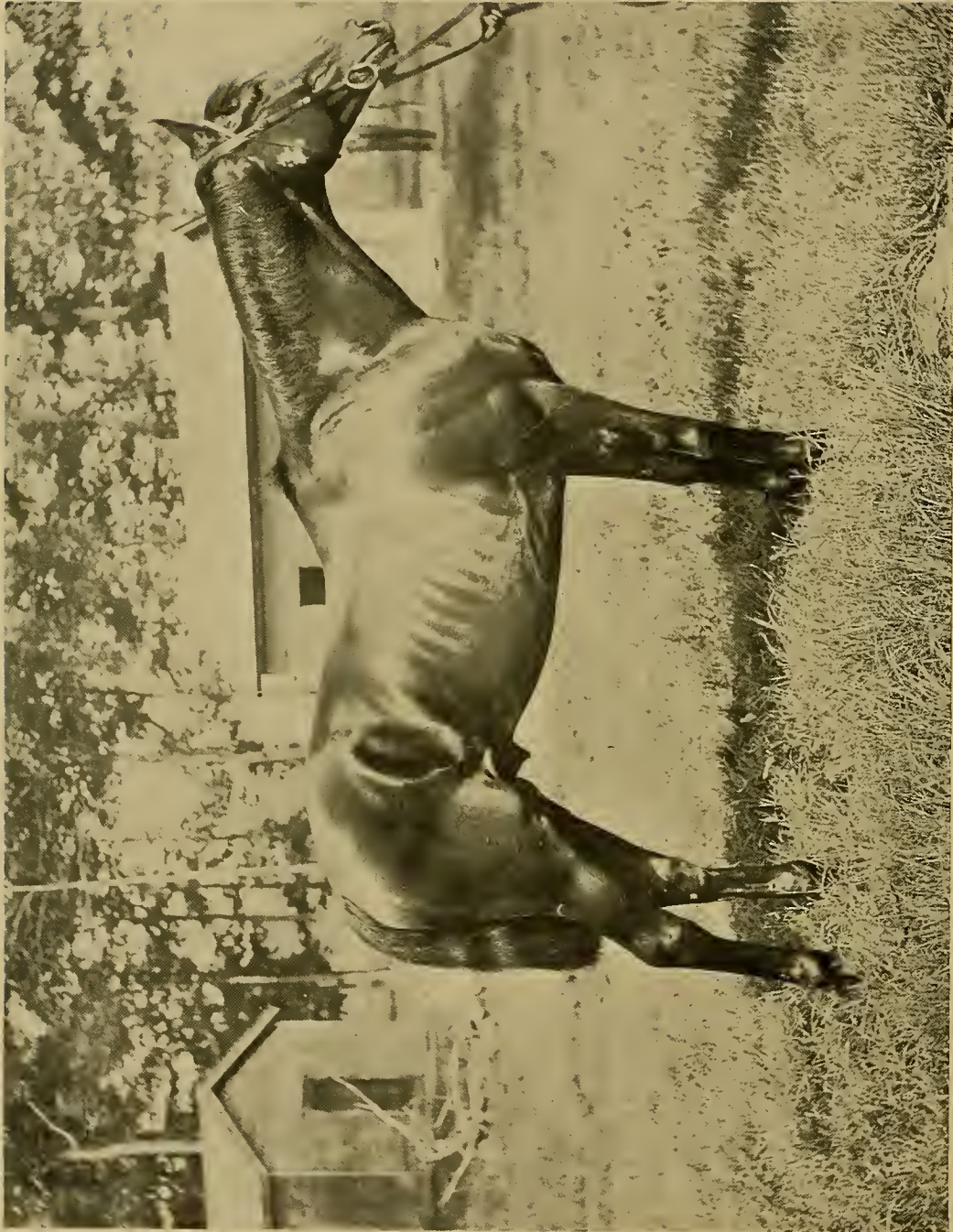
a large personal following among the frequenters of the race courses in that section. The first thoroughbred that he ever rode was Harkaway by Enquirer, a horse that was owned by Mr. De Camp and run at country fairs in the West and Northwest. Harkaway was then three years old and with him Leigh won many races. He also rode Gilstar by Gilroy to many a successful finish. As a light weight jockey, he could not long keep his place for he soon began to take on too much flesh. So he was obliged to separate from Mr. De Camp in 1878 and went into the business of training, in which he was successful from the outset, although he was then only eighteen years of age. He joined the staff of Mr. Isaac Staples, at Stillwater, Minn., in 1879, and for him handled several horses of good reputation, like



H. EUGENE LEIGH

Governor Neptune, Athelestane and Florence Payne.

The stable of Mr. Staples was then considered the best in that part of the country, and during the four years that he was with that owner Mr. Leigh met with good success. About 1884, he joined the staff of Colonel W. S. King, of Minneapolis, and began to appear on the big tracks. Among his other exploits was taking La Belle N., the dam of La Joya, to Chicago. Afterwards he had charge of the horses belonging to Colonel R. C.



H. EUGENE LEIGH

CLIFFORD



BRAMBLE

Pate, the St. Louis racing man, in whose string were Monogram, Conklin, Clay Pate, King Kyrle, Editor and numerous other good ones. Several of the horses in this string were of stake calibre, and with them he was successful in winning some notable races. Clay Pate carried off the American Stallion Stakes in 1885, and Monogram won the Cincinnati Hotel Handicap the same year. In 1885, with Editor, at Latonia, Mr. Leigh won the Springbok Stakes and the Falsetto Stakes, beating Troubadour.

In 1887, Mr. Leigh began business for himself, coming to the conclusion that he had worked quite long enough for others. He started in with two good mares, La Belle N. by Reform and Alemeda by Springbok. Meeting with fair success, he was soon able to buy such horses as Avery, Rambler, Lucy Johnston, Bankrupt and Quotation and won numerous races with them. Rambler, who was then a two-year old, was the horse that, more than any other, established the foundation for his future success. In his first year he came East, but did not find himself strong enough, and therefore returned to the West, where he generally met with success. For several years his racing was principally in Chicago and New Orleans. In 1889, he united with Mr. George Hankins, and the combination had one of the most formidable strings that had ever

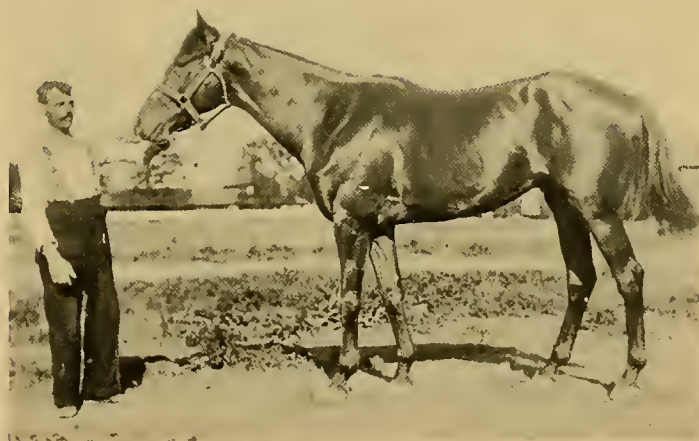
been got together. They had Santalene, Wheeler T., Little Minch, Huntress, Terra Cotta, Egmont, Orderly, Jacobin, Macbeth II., Robespierre, Lela May, Rambler, Bankrupt, Quotation, Martin Russell, Joe Blackburn, Lucy Johnston, Kaloolah, Duke of the Highlands and Pessara. With these horses the aggregation swept everything before it in the West. Robespierre won for them the Tennessee Derby at Memphis, the Cumberland prize at Nashville, and ran second to Riley in the Kentucky Derby. Pessara won the Breeders' Futurity and other stakes. Huntress carried off the Kentucky Jack Pot Stakes.

Coming East the firm cut a considerable figure in racing on the metropolitan tracks, and finally, in the fall of 1889, dissolved partnership. Mr. Leigh retained Rambler and several of the year-

lings that the firm had owned. In the bunch were Pedestrian, Irregular, Azrael, Gambler and Arrowgrass, the latter being the dam of the famous sprinter, Zanone. With this new stable, Mr. Leigh started out for himself. He established his stable principally at Guttenberg, where he raced for several winters, Rambler, Inferno, Gambler, Ma Belle, Azrael, Caledonia and Eleanor, being his most important performers.



RAMBLER



BEN BRUSH

He had some stirring experiences, especially at Guttenberg and Sheepshead Bay, and infused the Eastern turf with a liveliness such as it had not known for many years before.

For the next two years Mr. Leigh devoted himself entirely to the East, dividing his time between Brighton Beach, Buffalo and Guttenberg. His stable rapidly became one of the most famous in the country and was phenomenally successful. The biggest year that he ever had was in the winter of '91-'92, when his horses won 100 races at Guttenberg. In the fall of 1892, he bought Clifford, then a two-year old, but the subsequently famous horse was successful in winning only a single race for him that year. In 1893, his stable included Clifford, Pedestrian, Ducat, Ferrier, Ma Belle, Rambler, Chant, Lazzarone, La Belle, Handspun and Urania. This year he transferred his operations from the East to the West, and his string won in stakes and purses fully \$100,000. Clifford carried off the Phoenix Hotel States, the Latonia Prize, and one other fixed event at the Kenton County track.

From Latonia, Clifford was taken to Chicago to run for the \$50,000 World's Fair Derby. The story of that race has often been told and has not yet been forgotten. For nearly two hours Starter Pettingill kept the horses at the post before he let them off, and as a result Clifford was so worn out before the flag was dropped that he only succeeded in running third. A few weeks later, however, he had his revenge when he met the Derby winner, Boundless, at the Hawthorne course. Although the son of Bramble had up 122 pounds, while Boundless carried only 98 pounds, the former was easily successful. During this Hawthorne meeting Clifford made a brilliant record for himself. Started fourteen times, he won 13 races, including the famous sweepstakes, in which he defeated Lamplighter and Yo Tambien. Thirteen stakes were run at the Hawthorne meeting and the Leigh Stable captured 9 out of the 10 in which it had entries.

The following year Mr. Leigh had a great season both East and West. His stable included the horses that he had in the previous year as already enumerated. In the fall of that year, however, he made up his mind to give up racing and sold out complete at Sheepshead Bay, his 23 horses, bringing him the sum of \$80,900, Clifford selling for \$25,000 and Ducat \$10,000. In this sale went Lazzarone, who the following year won the Suburban. In the spring of 1895, Mr. Leigh formed a partnership with Mr. Edward Brown, and the firm owned Ben Brush, who won many of the great stakes of the West, earning for his owners \$14,000. They sold the colt the same year to Mr. M. F. Dwyer for \$18,000, and in 1897 he was successful in the Suburban, the second Leigh horse to win that event.

Beginning with 1895, Mr. Leigh devoted much time

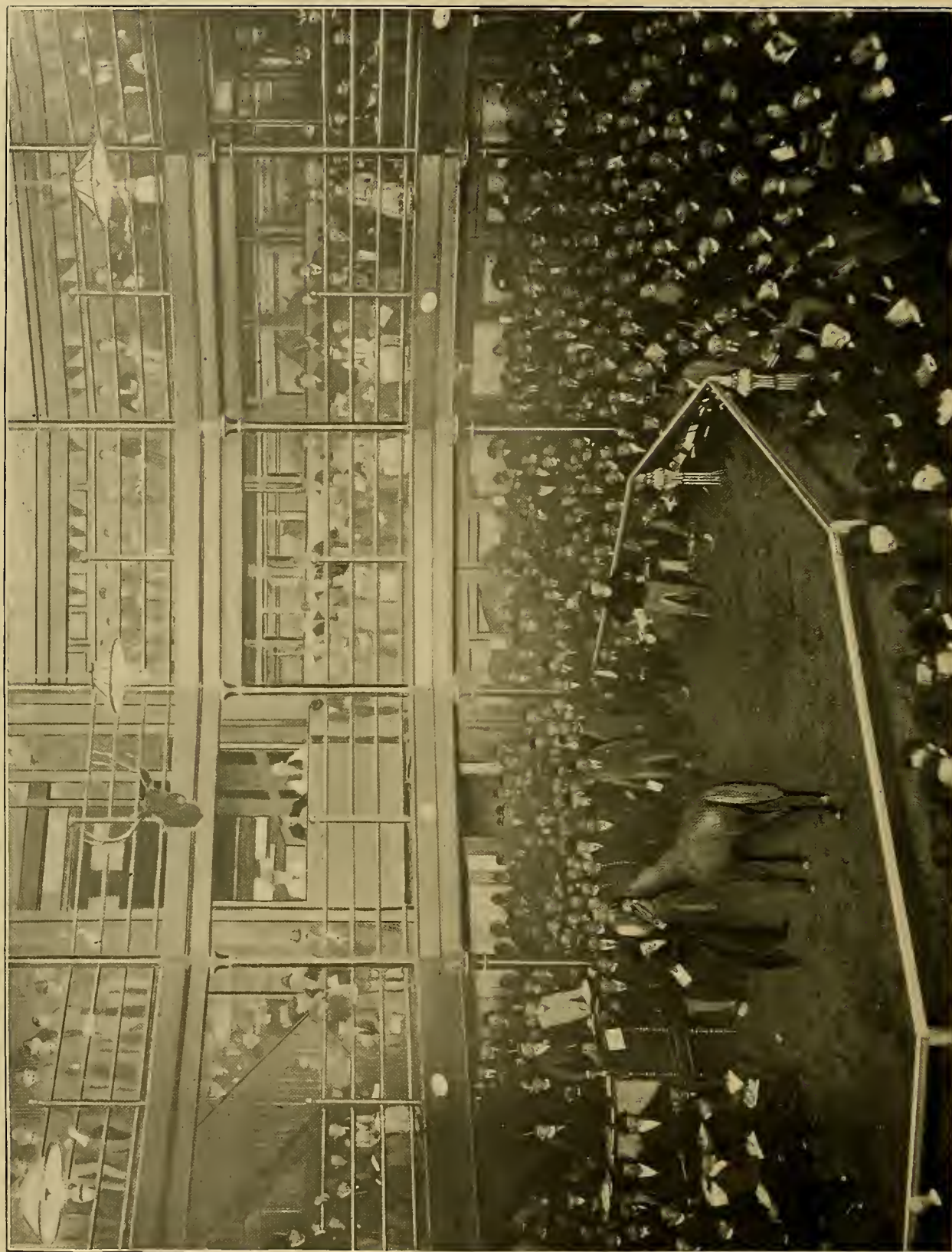
to breeding at his La Belle Stud, located about seven miles from Lexington, Ky., in Fayette County, on the Louisville and Nashville Railroad. The estate consists of 467 acres of the best land to be found anywhere in Kentucky. It is well watered and the pasturage is perfect. Mr. Leigh improved the place with all modern conveniences for the perfect breeding of thoroughbreds, and there are no establishments in the country that are better equipped, even though some are larger in extent. La Belle Stud has accommodations for 200 horses and its outfit consists of twenty-five different stables, residences and other buildings. At the head of the stud has stood Bramble by imported Bonnie Scotland out of Ivy Leaf by imported Australian, the sire of Rambler, Clifford and Ben Brush. Bramble has not had many rivals as a sire. With him have stood Woodbine and Forester, son of imported The Ill-Used.

The La Belle matrons make a distinguished company. All of them have been winners, or the dams of winners. They include Arrowgrass, the dam of Zanone; Boabdilla, the dam of Carnage and Yours Truly; Forethought, the dam of Fischer and Provident; Lady Wayward, the dam of Carlsbad; Lady Ballard, the dam of Lady Looram; North Anna, the dam of George F. Smith; Libbie L., the dam of Arrezzo; Perhaps, the dam of Reckon; Caledonia, Daisy Woodruff, La Belle, Ma Belle and a score of others. Some notable horses have been bred at La Belle, and the success of the establishment has demonstrated Mr. Leigh's peculiar fitness for that business. His life with thoroughbreds, from the time that he began his racing career as a mere youngster, has give him an expert knowledge of the animals such as is possessed by but very few other men. He, himself, is very frank to say that he believes that he would be a rank failure should he try any other pursuit. Racing and breeding is his business, born in him, as it were, since all the members of his family were in some way connected with horses.

It was scarcely to be expected, however, that Mr. Leigh should be contented to confine himself to his breeding establishment, notwithstanding the attractions that he found in that pursuit. His success as an owner has been of a character as to make it well nigh impossible for him to forego that indulgence. He is, therefore, still to be found upon the turf with a large and excellent stable. The performers that he has had recently in training include over twenty, principally two-year olds. He has in this string the three-year olds Fixed Star by Amphion out of Starlight, and Pacemaker by Kantaka out of Debut. His two-year olds include nine colts and fillies by Kantaka; two Bramble fillies; several colts by King Alfonso, Bersan and Perblaze; fillies by Hanover, Iroquois, Kingston, Devotee and Perblaze, and a chestnut gelding by St. George.



WILLIAM EASTON
PRESIDENT AND AUCTIONEER, THE EASTON COMPANY



SALE OF ST. BLAISE, MR. WILLIAM EASTON, AUCTIONEER

The system of great public sales of thoroughbred stock that has originated within a few years past, has already proved to be a most important instrument in bringing about a desired and necessary improvement in these matters. Public sales that not long ago were entirely unknown have now attained the importance of great public functions and attract the attention of the entire American people. The advantages derived from the present system are too obvious to call for extended consideration in this connection. It would not be doing justice to the subject, however, or to those who have been instrumental in instituting the present methods, if we should neglect to point out the very great influence that these sales have had in bringing about the increased prosperity of the business of thoroughbred breeding that has already become such a pronounced feature of the turf history of the closing years of the century. The close connection between the breeding establishments and these public sales of their stock is of vastly more importance than is sometimes recognized.

That thereby the market has been greatly developed and improved, and, therefore, the business made more profitable and placed upon a more stable foundation, cannot for a moment be doubted. This, however, while it is the primary benefit derived from the new order of things by those especially interested, is not the only advantage accruing therefrom. Not alone do the breeding establishments see their profits increased as a result of the higher prices which, thanks to this system, they are now able to obtain. Other advantages accrue, also. The entire racing public is brought closer together, and business relations are established and renewed between the horsemen of different sections, who are thus enabled, more than ever, to take council of each other and derive advantage from intimate association. Finally, but in no manner least in importance, these events have tended to attract that large class of people of wealth and leisure whose support and active participation as owners of thoroughbred horseflesh are imperatively necessary in order to insure the prosperity of the turf.

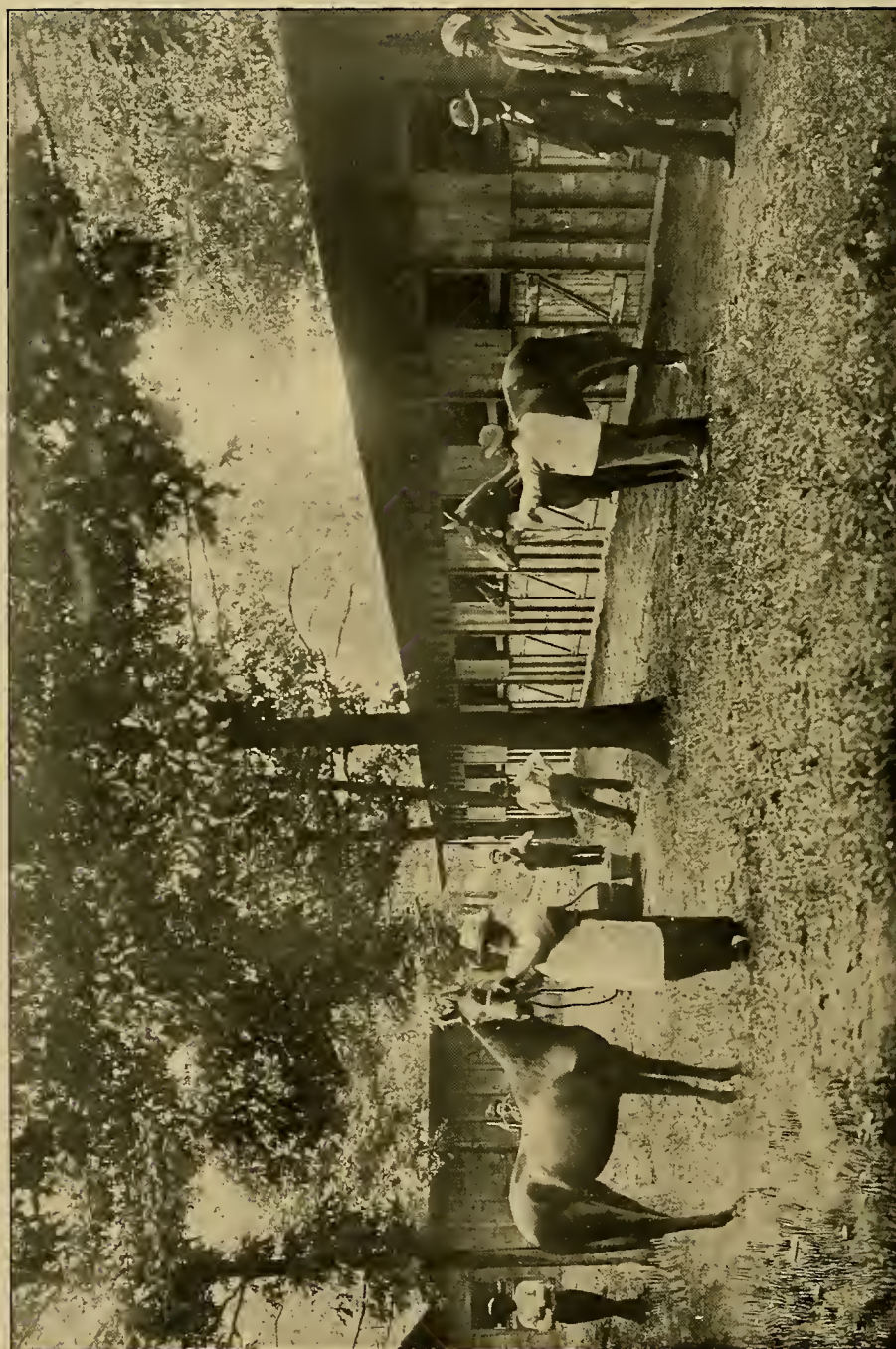
In this notable and important development of one branch of turf affairs no man has had more active and influential part than Mr. William Easton, President of the Easton Company. Accorded the distinction of being a foremost representative of his profession, Mr. Easton is also universally credited with having elevated the auctioneering of high-class animals to the rank of a fine art. The pre-eminent reputation that he has attained arises not merely from the fact that his qualifications for the profession which he adorns are of a special and remarkable character, but also results from the possession by him of general business talent of the highest character that would undoubtedly make him successful in any

pursuit that he might have been inclined to follow. Added to this is the special qualification that he has of possessing a knowledge of the horse as the legitimate result of life-long study and experience.

Mr. Easton comes of an ancient family of the West of England. The original form of the family name, as set down in the old records, is Aeshton, meaning ash-tree, and an ash-tree is the family crest. Records of the family preserved in the British Museum show that it existed as far back as the year 481. Some of Mr. Easton's ancestors came to this country in early colonial days. One of them served with General Washington during the War of the Revolution, and was afterward attorney-general of one of the New England States. Another was Governor of Rhode Island, and after another one, who settled in Pennsylvania, the town of Easton in that State was named. The grandfather of Mr. Easton was the confidential agent of the Duke of Wellington, for many years before the battle of Waterloo and subsequent to that event. On his mother's side Mr. Easton has relationship to Chief Justice Salmon P. Chase, and is also connected with the Seymours, Bonds and other well-known families of central and southern New York.

Born in Geneseo, Livingston County, N. Y., October 8, 1846, Mr. Easton was sent to England to be educated, and studied at a famous school at Clifton. He also received instruction from a private tutor, who prepared him for the examinations required for admission as an officer into the British cavalry service. He was ambitious to enter upon military life, but family reasons ultimately induced him to abandon this intention of becoming a soldier. Turning his attention to the profession of law, he applied himself to that study for the customary five years, part of this time being passed in the office of one of the leading legal firms of London. After that he entered and took chambers in the Middle Temple, this step being preparatory to his admission to the bar, the recognized highest professional pursuit in England. Circumstances made it necessary for him to reconsider his purpose of entering upon the practice of the legal profession, and while a good lawyer may thus have been lost, the business world gained an important addition. He married a lady whose family has been for over two centuries resident at that great historic centre of racing and thoroughbred horse interests, Newmarket, her father having been a magistrate for Cambridgeshire and Suffolk, and a Lord Lieutenant of the county. Immediately after his marriage Mr. Easton determined to come to the United States, and this was the turning point of his whole career.

From his earliest youth the chief inclinations of Mr. Easton were for horses and outdoor sports of all kinds. As a young man he was noted as a good all around



THE EASTON SALE PADDOCK AT SHEEPSHEAD BAY

athlete, and he also had an exceptionally high reputation as a cross country rider, having frequently ridden over some of the most famous steeplechase courses of the old country. As an owner of horses his experiences were both considerable and successful, and he has long been known as one of the most enthusiastic turfmen of this generation. Both in England and in the United States he has been prominent on the race course, his colors being white and blue hoops, with red cap. Among the horses which have at various times represented him on the track, the one who achieved the greatest fame was probably imported Sweet Home, who, after she was retired from the turf, became especially well known as the dam of Major Domo and of other horses of high reputation. Blue Lodge, Mrs. Chubbs, imported Astoria, imported The Pop, imported Golden Dawn, and imported Bassetlaw, are other distinguished performers that have successfully carried his colors on many race courses.

He has also been greatly interested in importing. From time to time he has brought into the United States many of the most noted English stallions and brood mares, who, in breeding establishments, have made a deep impression through their sons and daughters upon racing in this country. Some notable commissions to purchase thoroughbreds abroad have been entrusted to him by leading American turf men. Thus he gave to the late Mr. August Belmont and to Mr. James R. Keene, as well as to others, the benefit of his sound knowledge of thoroughbreds, especially in England. The breeding establishments of Mr. Belmont and Mr. Keene were greatly enriched by the brood mares that he selected for them on his special trip to England in their interests. His purchases for Mr. Keene, for example, amounted to some \$100,000.

In 1879, when the American Horse Exchange was established by a corporation of wealthy New Yorkers, Mr. Easton became the managing director and auctioneer. After several years of successful business with that establishment he severed his connection with it and founded the National Horse and Cattle Exchange, with paddocks at Hunt's Point. Subsequently he formed Tattersall's of New York (Limited), which concern in the course of time absorbed the National Horse and Cattle Exchange, and the well known business of Brassfield & Co., of Lexington, Ky., as well as that of Emery & Fasig, of Cleveland, Ohio. Of this organization Mr. Easton was manager and auctioneer from 1890 until 1894. Resigning this position in the latter year he again became connected with the American Horse Exchange, but, in 1895, made a more decided departure when he organized The Easton Company, of which he is now President and auctioneer. The offices of this company are in New York City, while its extensive sale paddocks are at

Sheepshead Bay, Long Island, desirably located directly opposite the main entrance to the Coney Island Jockey Club track. The whole establishment is altogether modern in conception and detail. In fact, it displays to the fullest extent those original ideas as to the handling of consignments and the favorable exhibition of horses which has been a leading element in Mr. Easton's success, and on account of which the foremost breeders of the country so generally entrust their stock to his care for sale. All consignments made to the Easton Company are under the care of thoroughly reliable horsemen, and unremitting pains are taken to preserve and to improve the condition of stock before it is brought to the block, thereby adding greatly to its salable value.

In his professional capacity Mr. Easton has taken a leading part in some of the most notable business transactions that have ever occurred in the racing history of the United States. As an auctioneer he has a masterly knowledge of the points of a horse, which he never fails to properly set forth. His memory is remarkable, and his personal acquaintance with turfmen, breeders and business men is of the widest description. Added to this he enjoys the advantage of a wonderfully musical voice and a manner that puts him into friendly relations with his audience. Some of the prices obtained at sales where he has officiated have never been equaled. Such examples as those of St. Blaise for \$100,000; King Thomas, \$38,000; Bolero, \$35,000; Hastings, \$37,000; Rayon D'Or, \$33,000; Galore, \$30,000; Requitel, \$26,000; Viola, dam of Victory, \$20,500; imported Candlemas, \$15,000; imported Order, \$26,000, and Victorine, \$10,000, during some of the worst periods of racing, speak for themselves. The sale of St. Blaise will long be remembered. The auctioneer then faced one of the most notable gatherings of turfmen, owners, breeders, lawyers, bankers, brokers, merchants, millionaires and professional men ever brought together for such a purpose in America, and the bidding, which began at \$25,000, was almost abruptly brought to a close by Mr. Charles Reed offering \$100,000. It is, however, not merely in these sensational incidents that Mr. Easton's skill and knowledge are displayed. The same attention to detail of every kind that can enhance the value of the subjects is displayed where ordinary stock is entrusted to his charge, and it has been said that he can obtain a far higher average price than any auctioneer in the country.

Mr. Easton is a man of original ideas. His career has been an exhibition of pluck and determination even when the condition of turf affairs has been most discouraging. His opinion is that New York is the best place for sales of thoroughbreds, and he has suggested to the breeding interest the importance of selling all yearlings in two great sales to be held in the metropolis each spring and autumn.



FRANCIS M. WARE

TREASURER, MANAGING DIRECTOR AND AUCTIONEER, THE AMERICAN HORSE EXCHANGE, LIMITED

When the American Horse Exchange was incorporated in 1879, the facilities that then existed for disposing of high class horses in the United States were of a somewhat primitive description. The private bargaining, the occasional isolated sales of racing stables, or the product of stock farms afforded only an inadequate means of distribution. In considering the situation, those who were especially interested recognized that the concentration of this business, which seemed to be imperative, could hardly be accomplished if it should be left to purely private enterprise. Everybody conceded the force of this proposition. All consideration of the subject started with the vital proposition that it was imperatively necessary that any organization which could reasonably hope to secure the patronage of owners of horses and the leading breeders in the business of disposing of their animals and at the same time invite the confidence of the public in making purchases, must be in the hands of people of the highest standing.

The situation was peculiar. There was an abiding distrust in the minds of everybody of the ordinary horse dealers, who had hitherto possessed a monopoly of the business. The demand for reform in horse selling methods, as well as the necessity for more thorough and comprehensive arrangements than had hitherto obtained, seemed to remove at once any possibility of permitting the business to remain longer in the hands of private individuals, some of whom, it was well known, were scarcely of a responsible character. Any other attempt than that proposed of enlisting the co-operation of the substantial men of the community would be, it was felt, no better than leaving the business to continue a matter of private bargaining, or intrusting its large and growing interests to ordinary horse dealers. With the growth of the business side of racing and breeding that had already began to exhibit itself in all parts of the country, capital on a large scale was imperatively requisite, not only to insure the success of the enterprise that was contemplated, but also to inspire in the minds of both sellers and buyers, that confidence which must always be a chief element in the usefulness of any concern which should undertake to supply the want in question.

At this juncture several gentlemen of the highest social standing in New York, who were more or less interested in horseflesh, took the matter under serious consideration. After mature deliberation they concluded to embark in the enterprise, wholly influenced by their desire to advance the interests of a business that appealed to all classes in the community. In 1879, the American Horse Exchange was incorporated, an organization that in its almost twenty years of existence has done an important work in raising the standard of horseflesh in the whole country and in bringing the breeding of thorough-

breeds and other high grade animals to a position where it is now recognized as one of the substantial and profitable industries of the United States. The rôle of incorporators of the Exchange included the names of such gentlemen as Messrs. William K. Vanderbilt, Frederick W. Vanderbilt, August Belmont, Jr., Frederick Bronson, the Hon. George Peabody Wetmore, Colonel William Jay, and others equally well known in the social and financial world. It is needless to say that the identification of gentlemen of such standing with the enterprise placed it upon substantial footing at the outset, and fully established it in the confidence of breeders, owners and the general public.

Under such eminently favorable auspices the American Exchange was established and soon became a power in the particular field that it occupied. The enterprise and wisdom of those who were the guiding spirit of the new organization was promptly shown by the erection for its headquarters and place for sales of the spacious building that covered the block between Broadway and Seventh Avenue and Fiftieth and Fifty-first Streets. For more than a decade and a half this building was the centre of some of the most important sales movements in New York. In the course of time it became a most influential factor in stimulating breeding in all parts of the country and in meeting the needs of prospective buyers of horses. In June, 1896, the original building was destroyed by fire. This was promptly replaced by a new and imposing structure, the perfection of whose equipment in every detail, no less than its accessibility, render it a truly ideal place for holding sales of high grade stock.

Long ago the American Horse Exchange became an established institution, not only of New York, but of the entire country as well. Breeders from all sections, professional horsemen, and, in fact, all classes interested in horseflesh, have fully recognized the well nigh invaluable facilities that it offers for the purpose for which it was incorporated. The associations connected with the place are of a very notable character, and its history would be in a sense a large part of the history of one of the most important sides of the horse business in the United States. Some of the most notable transactions that have ever taken place in connection with horses have been witnessed within its walls. It is, however, perhaps sufficient to say that it has become to the horse world in this country what the celebrated Tattersalls of England is to the English turf.

Not alone has the Exchange been of service to breeders of the thoroughbred racing horse. Its facilities have contributed much to advance the interests of breeders of fancy stock, of the high quality that is now so much in demand for purposes of pleasure. As the annual horse shows held in New York have partaken more and more of the character of a national fête of the world of wealth



THE AMERICAN HORSE EXCHANGE, LIMITED
BROADWAY, FIFTIETH STREET AND SEVENTH AVENUE, NEW YORK

and fashion in the United States, the ensuing sales of stock that has been exhibited at the great gatherings have been more than ordinary attractions. These, almost without exception, have been held at the American Horse Exchange. The hackney and the modern high stepper, while far removed from the thoroughbred, are, nevertheless, infinitely above the ordinary class of equines, and it is through familiarity with them that many of the present leading owners on the turf have obtained their first start toward a racing career. The trotter has also a special department in the business of the Exchange and the largest sales of that variety of the horse occur East and West under its direction.

The management of the American Horse Exchange has performed a great work. The public has been enabled to find the kind of animals it wants with a minimum of trouble, and our breeders confidently rely upon obtaining the highest possible prices for their offerings. The facilities for intending purchasers are of the best description and, with the high plan on which the Exchange is conducted, attract the best class of purchasers to be found at any horse mart of the world. Facilities for keeping and exhibiting consignments are of the best, and nearly every breeder of consequence in the country has sooner or later entrusted his produce to its hands for sale. Auction sales are held with great frequency East and West, and the Exchange also holds sales at the tracks. It also purposes to erect large sales paddocks, offering to its consignors the choice of the city arena or of the paddocks. A feature of its business is its foreign connection. It inaugurated in 1897 the shipping of yearlings to England for disposal, with a consignment of some forty head from one of America's leading thoroughbred nurseries.

The officers of the American Horse Exchange are: Mr. W. K. Vanderbilt, President; Mr. E. L. Winthrop, Jr., Secretary, and Mr. F. M. Ware, Treasurer, Managing Director and Auctioneer. Although a native of Cambridge, Mass., where he was born Feb. 3, 1859, Mr. Ware's early days were passed near Pimlico, Md., then one of the great centres of racing in the United States. There he was in consequence thrown into the society of some of the most notable horsemen of those days and imbibed a love for the sport that has never deserted him, while he also laid the foundation of a sound knowledge of all that concerns the thoroughbred. As a mere lad he became known as a skilful and fearless gentleman jockey, and when only sixteen years of age rode at Pimlico, as well as at Boston and Newport, R. I., his mounts being both on the flat and in hurdle races.

At the age of seventeen, Mr. Ware returned to Boston and entered Harvard University, from which institution he graduated in the class of 1879. While pursuing his studies at Harvard he had, however, retained his interests in horses, and in his leisure moments bought and

sold them to some extent, his judgment regarding animals and his knowledge of values in that connection being unusually accurate. When his college course was completed he regularly went into the business of dealing in horses in Boston, and was thus very largely instrumental in increasing the taste for sport and improving the class of horses owned in that city. While thus engaged he rode frequently in events mainly of a semi-public character. In 1886, however, he was in Cheyenne, Wyoming, and took a leading part in a meet there, held under the auspices of the wealthy ranchmen and horse breeders of that district, with many of whom he had business relations. The principal event was a race for the Cheyenne Club Cup, valued at \$1,500, in which there were no less than seventeen starters representing the pick of the horses from all over that portion of the West, making it one of the most important events that had occurred in that section. The distance was $1\frac{1}{4}$ miles, and Mr. Ware, riding Climax, won the race after an exciting struggle in very fast time.

While in business in Boston, Mr. Ware for several years campaigned horses at the fairs held throughout Massachusetts, Maine, New Hampshire and the various British Provinces. In 1891 and 1892, he was interested in a string of which Parolina and Lucre were the principal members, and raced them at the Guttenberg and Gloucester tracks with considerable success. He has a wide acquaintance among the notable horsemen and breeders of the country, and is one of the most popular men in his own specialty, or, indeed, in the whole turf field. At the same time he has frequently been called upon to act in an official capacity at various race meetings, particularly in New England, where the meets are to a large extent society functions rather than public gatherings and where he is widely known among the best class of people. He has thus officiated as starter at the Country Club races, held at Brookline, Mass., and also at the Newport, R. I., races, which are attended by the very élite of society. In later years he has been starter at the Parkway track, Brooklyn, during the meetings of runners held there; at the first meeting at Providence, R. I.; at the Franklin Park meeting, Boston, and at other places. Another of his official posts has been that of secretary of the Steeplechase Hunt and Pony Racing Association, a body of considerable importance in connection with a branch of sport that is receiving increased public attention, and for two years he was official starter of that association. For the past four years he has made New York City his permanent headquarters and has been identified with the American Horse Exchange. In this corporation the duties of his post as treasurer, managing director and auctioneer, are of a nature that he is eminently qualified to fill, by reason of experience, business ability and personal popularity.



THE AMERICAN HORSE EXCHANGE, LIMITED
SALES ARENA

OWNERS
AND
TRAINERS

OWNERS AND TRAINERS

SOUTHERN GENTLEMEN EARLY PROMINENT ON THE TURF—THE WASHINGTONS, HAMPTONS, AND OTHER
HISTORIC RACING FAMILIES—DISTINGUISHED OLD TIME TURFMEN OF THE
NORTH—SOME MODERN HORSEMEN.

TIME and space would both fail if an attempt should be made to enumerate in any complete sense the names of all the gentlemen of distinction who have been connected with the American turf as owners and trainers since the practical beginning of the sport in a systematic manner in the middle of the eighteenth century. As has already been pointed out in these pages, the list includes the names of those who have been prominent in every walk in society and who have been influential in contributing to the upbuilding and in advancing the welfare of this "sport of kings." It is quite true that the sentiment of certain sections of the country has always frowned upon racing, while often even in those localities which have been most devoted to the interests of the thoroughbred the sport has fallen somewhat into disfavor on account of adverse conditions. Nevertheless, on the whole, for a century and a half it has stood high in the estimation of the best classes in the community, and has developed into an important and wholesome national institution.

Going back to Revolutionary days, we find that just before that great struggle of the colonies with the mother country the American turf was practically in the hands of wealthy gentlemen, chiefly planters, in the Southern States, whose names will forever emblazon its annals. With the achievement of independence the same gentlemen again turned their attention to racing, which naturally had been ignored during the time when men's minds were engrossed with the superior demands of patriotism. In the post-Revolutionary times governors, councillors, legislators and gentlemen of wealth devoted themselves again to the fullest extent to the enjoyments of the turf. In Maryland, as colony and State, racing took the lead as an indulgence of the aristocratic and wealthy classes, and the first gentlemen of the land there, as well as in the neighboring States of Virginia and South Carolina, owned and ran their own race horses. Among these early turfmen were the two Governors Ogle, father and son, the two Colonels Lloyd, the younger being at one time Governor, and Governors Sharpe, Wright, Ridgely, Sprigg and others, also of Maryland.

In the middle of the eighteenth century and after, every succeeding Governor of the State seemed to consider it part of his official duty to maintain a racing stable and to be represented in all the turf events of the day.

Governor Benjamin Ogle, as we have already seen, was a large importer of thoroughbreds, and succeeding governors emulated him in this respect. Governor Ridgely was especially distinguished as being the owner of the famous horse Tuckahoe, that ran in the early part of the nineteenth century, and Governor Sprigg is in turf annals better known as the owner of Partnership than as the Governor of his State. In Virginia, before the Revolution, Colonel Byrd, of Westover; Colonel Tayloe, of Mount Airy; Colonel Thornton, of Northumberland, and their associates were leaders of the turf. In the next generation came Colonel John Tayloe, Colonel Sheldon, Colonel Hoopes and Messrs. Hoskins, Moseby, Wormsley and others.

The list of the turfmen of the early part of the nineteenth century is a brilliant one. It includes the names of hundreds of eminent citizens, several of whom have already been considered, while we must add to the list General Wade Hampton and his son, Colonel Wade Hampton, Colonel William Washington, General Wynn, General Davie, General McPherson, General Spottiswoode, General Andrew Jackson, Colonel Taylor, Captain Harrison, Colonel Bond, Colonel Singleton, the two Baylors, Dr. Thornton and a host of others, all good men and true. General Coles, General William Jones and Messrs. James De Lancey, C. R. Van Rantz, Townsend Cox and others, of New York, were also contemporary. South of the James River, in Virginia, were Messrs. Wilkes, the Honorable John Randolph and others, while north of the James, as appears from the entries to the great Sterling Sweepstakes at Fredericksburg, in 1803, were Colonel Miles Selden and Messrs. John Hoopes, Alexander Spottiswoode, Thomas Goode, Lawrence Washington, Lawrence Butler, Charles Stuart, William Herndon, Turner Dixon, William Randolph, John Armistead, Edward Carter, William T. Alexander, William Wood, Benjamin Grymes, James Smock, James Verell and William B. Hamlin, all of them distinguished names in that period and afterward. The sweepstakes on this occasion were won by Colonel Selden with Lavinia by Diomed.

The following year Colonel Tayloe, in a sweepstakes, beat Lavinia and Amanda with Topgallant, and won the great sweepstakes at Fredericksburg with Caroline. Maid of the Oaks appeared in this for her first race, and

bolted, losing the only race that she ever lost in Virginia. She was one of the most talked of horses of the time, and her contretemps on this particular occasion was the gossip of the stables for many long weeks and months thereafter. The gentlemen whose names have already been given, with scores of others that might be worthily added to the list, were conspicuous in the old time history of running in America. It is important and agreeable to recall their memories and to accord a just tribute to the value of their labors in the infancy of the sport when they guided its councils and gave their money to advance its interests, with no expectation of return. Too much emphasis cannot be laid upon the importance of the part played during this formative period by these early turf patrons, and it would be an agreeable task to fill pages with recollections of them and their times.

It may seem almost invidious to single out particular individuals for special reference from among the scores and hundreds who were equally enthusiastic in their attention to affairs of the early turf. But it cannot escape notice that sporting activity in the early part of the century was largely concentrated in and about Virginia, Maryland and the District of Columbia. The early turf history of the City of Washington was particularly brilliant, since affairs of government called to the Federal capital the leading men from all parts of the country, few of whom had not gained a knowledge of, and a passion for, the race course in their own homes and brought that predilection for sport with them. One of the most prominent of these earlier followers of the turf in Washington was the Honorable Gabriel Duvall, the accomplished Justice of the United States Supreme Court, who was a Revolutionary patriot and a contemporary of George Washington and a lawyer and jurist of the highest social and professional reputation. To the end of an exceedingly long life Judge Duvall was a prime supporter of the turf, and was noted for the accuracy of his remembrance concerning turf matters, including the placing of the contesting horses in all the remarkable races that had occurred in this country back to a period long prior to the Revolution. Judge Duvall, who was appointed to the Supreme Court by President Madison, retained his vigor long after he had retired from office. It is said that even when he had attained to old age he continued the habit of riding on horseback from his residence to the race course in the vicinity of Washington, a distance of twelve miles, witnessing the races and then returning home in the saddle.

An amusing story was told concerning Judge Duvall that is well worth repeating, even though it has no direct connection with the turf. When he was a member of Congress at the time that the first Congresses sat in Philadelphia, he boarded with a friend and fellow Congressman named Giles, in the house of a landlady whose

daughter had long passed the age of maturity without having a chance to give up a life of single blessedness. This maiden lady, who added garrulousness to the attractions of uncertain age, was naturally a subject of more or less comment by those who sat at her mother's table, and the two Congressmen had much sport at her expense in the privacy of personal conversation. Years later, when the former Congressional chums met in Washington, where one was Comptroller of the Treasury, under President Madison, and the other had become one of the most influential members of the United States Senate, Giles, in recalling memories of the days that they had spent together in Philadelphia, inquired of Duvall, "By the way, what do you suppose has ever become of that damned cackling old maid, Jenny G——?" He was a little disconcerted when Judge Duvall turned to him and said, in the most stately and courtly manner, "She is Mrs. Duvall, sir."

Other leading men identified with early racing in Washington were of similar calibre, socially and politically, to Judge Duvall. The racing meetings held there were always distinguished by the presence and approbation of the Presidents of the United States, from Jefferson down to Van Buren, and by members of the Cabinets, Senators, Representatives, judges and other officials of the Government, almost without exception. John Quincy Adams, of Puritan origin though he was, did not disguise his admiration for the thoroughbred horse and his delight at seeing the noble animal extend himself in trials of speed. Upon one occasion, while he was occupying the highest office within the gift of the nation, he walked out to the race course from the Presidential mansion and then democratically trudged back again at the end of the day's sport. President Andrew Jackson, who had distinction as a breeder and owner of race horses before he came to Washington, continued to maintain his interest in the sport even after he became President. It was not infrequent for him in those days to enter a horse from his own establishment, the name of his private secretary, Major Donaldson, being used for the occasion as a concession to the prejudices of those who might think it beneath the dignity of the President of the United States to race horses in his own name. From the gossip of the capital in this early period it is also a matter of record that Old Hickory was much disappointed because his horse was defeated in one of these races by imported Langford, a horse belonging to Commodore Robert F. Stockton, the defeat giving him more concern even than some of his political troubles.

Conspicuous in the turf annals of the South on the revival of racing after the Revolution were General Wade Hampton and Colonel William Washington. Both gentlemen were natives of Virginia, but removed to South Carolina after the war. With Colonel William

Allston they went at once to a place at the head of the turf of South Carolina. In 1786, and afterward, Colonel Washington won the principal racing events with Ranger, who was, however, beaten in 1788 by Comet, sometimes started by Colonel Allston and sometimes by General Hampton. For several years these gentlemen, General Sumter, the two McPhersons and Messrs. Fenwick, Moultrie, Irving, Lynch, Burne, Ashe and Richardson contended with each other, running their horses on the Newmarket Course until the establishment of the Washington Course in 1792. A few years later Colonel Washington's Shark and Colonel McPherson's Commerce became very celebrated for their brilliant victories, the former acquiring the highest distinction. Comet held his position firmly until he was beaten in 1800 by Maria, dam of Lady Lightfoot. Maria was bred by Colonel John Tayloe, of Virginia, for the express purpose of defeating Comet. In this match she was started in the name of General Hampton, who at that meeting had the unique distinction of winning all the purses. Shark was a son of the imported horse of the same name, his dam being by Flimnap. His performances established the purity of his blood. He was buried with distinguished honors at the Jamesville Race Course, in Clarendon, near the country-seat of Colonel James B. Richardson, and a marble slab, with suitable inscription, was erected over the spot where his remains were deposited.

For two generations the name of Hampton was identified with the most brilliant episodes of the early American turf. The senior of the house, General Wade Hampton, was a representative of one of the oldest colonial families of Virginia. With several of his brothers he served in the Revolutionary Army, first under General Sumter, and afterward himself in charge of a brigade, and was also a general in the War of 1812. He became eminently distinguished in both wars, and also took a leading part in the partisan controversies of his native State. Upon the revival of racing in South Carolina after the Revolution, having removed to that State, he was for many years one of the most distinguished breeders and turfmen in America, and that at a time when the turf was at the height of its popularity from New York to New Orleans. In the course of his career he trained and ran Mogul, Lath, Hazzard, Patriot, Harpoon, Maria, Rattle, Lady Bull, Highlander, Arabella, Dungannon, Merchant, Omar, Caroline and others too numerous to mention. Ugly, a very fortunate horse, bred by General Sumter, was usually run by General Hampton, and was a good four-miler. On one occasion after he had made a capital race, Judge Huger, as he stood in the crowd looking at him, remarked, "Who would have expected such a performance from such an unpromising looking animal!" General Hampton, overhearing the observation, replied, with characteristic quickness and perhaps

a little display of pique, "Perhaps, sir, you do not know who trained him."

Colonel Wade Hampton, of South Carolina, son of General Wade Hampton, rivaled his father in his enthusiasm for the turf and in the value of his services to the institution to which he devoted much time, money and intelligent labor. The period of his activity extended over the second quarter of the century, down nearly to the opening of the Civil War. His life and that of his father, therefore, together covered the best part of the first century of racing in the United States. Colonel Hampton was born in 1791 and died in 1858. He received a princely fortune from his father, from whom he also inherited surpassing shrewdness and sound judgment in horses. The stable of Colonel Hampton comprised comparatively few horses, but he was a prominent figure on the turf from the time that he first started horses in his own name in 1835 until the time of his death. Exclusive of his winning races at mile heats, his stable was successful in thirteen races at four-mile heats, twelve at three-mile heats, and as many more at two-mile heats.

Several of the best horses that he started were Lath, Gadsden, Bay Maria, Charlotte Russe, Monarch, Emily, Kitty Heath, Kate Seyton, Fanny, Margaret Wood and Herald, besides others, as Argyle and The Queen, that were not trained in his own stable. He was eminently successful, not only as a breeder of fine blood stock, but also in his importations. In 1835, he imported Monarch, bred at Hampton Court, by King William of England. At the same time he brought over six other horses; in 1836, The Queen and three others; in 1837, Sovereign and five others, and in 1838, Delphine, the dam of Monarch. Captain William A. Stewart was Colonel Hampton's favorite trainer, while he employed as jockeys Willis, Craig, Welch and Gilpatrick. The racing memoranda of the South Carolina Jockey Club spoke of Colonel Hampton enthusiastically as "The impersonation of Carolina chivalry, the embodied spirit of Carolina blood and Carolina honor, one that may be looked upon as the main contributor in our State for many seasons to the legitimate end of racing, the improvement of our breed of horses." Frank Forrester, in his *Field Sports of the United States*, and *British Provinces of North America*, referred to him as "the first sportsman of the land."

The name of Colonel John Tayloe, of Mount Airy, Va., was a name to conjure by in the early years of the American turf. He has been frequently referred to as, "Among the most brilliant ornaments of the turf in those days of Auld Lang Syne." Contemporary with Hampton, Washington, Allston and others, he has often been placed at the head of the lists of "the most distinguished breeders and turfmen of America." After nearly

twenty years of active connection with the turf he retired in 1810. For nearly half a century descendants of his stud at Mount Airy were the best race horses in the country. He bred Sir Archy and his half-brother, Hephæstion, by Buzzard, Gallatin by Bedford, and the renowned brood mares Alvilina, Peggy and Nancy Air. American Eclipse, through Duroc, was descended from his Gray Diomed by Medley. For years he was the champion of Virginia opposed to General Ridgely, who was at the head of the turf in Maryland. These two turfmen encountered each other with varied success in Annapolis, Baltimore and near Washington. From 1804 to 1809, General Ridgely was successful in winning most of the Jockey Club races in Maryland and near Washington City, his stable at that time being particularly strong, consisting of Post Boy, Oscar and Maid of the Oaks.

Colonel Tayloe's advent upon the turf was with a few horses that came to him by inheritance descended from his father's famous race horse Yorick. He soon took a decided lead with Belair, Calypso, Gray Diomed, Virago, Maria and Leviathan, all of whom were among the best race horses in the country in the last decade of the last century. After the century post had been turned he continued his triumphs with Gallatin, Cupbearer, Nancy Air, Topgallant, Peacemaker and others. He also ran Dragon with distinguished success, but after 1807 gradually retired from the turf, which he quit entirely after his victories with Lady Lightfoot and Revenge in 1815-16.

The name of Major Thomas Doswell recalls bright memories of the palmiest days of racing in the United States. When he died in 1870, a connecting link between the present and the earliest generation of the American turf was broken. At the time of his death, which occurred upon his estate, Bullfield, in Virginia, he was in the seventy-eighth year of his age, having been born in Newmarket, Hanover County, in 1792. His turf career commenced in 1824, and the first race horses that he owned were John Swedon, Sir John and Sylvester. With Sir John he won several races, the most notable being a three-mile heat in which he beat Colonel Richard Graves' Red Lyon. An interesting story concerning this race was one of the yarns that old turfmen used to delight in telling. The boy who was selected to ride Sir John was taken off the day before because there were suspicions that he intended to throw the race. A colored man forty years old was selected for the mount, and, in order to meet the exigencies of the case, in one night reduced his weight fourteen pounds, and the next day went in and won easily in two heats. In 1825, Major Doswell's horse Liberator, by Director, won an important four-mile race. During the ensuing five years the Major was not prominent on the turf, but in 1830, he came out with several good horses, including John Brown by Sir Charles out of Sally Brown, and Sally Hornet by Sir

Charles out of a dam by Hornet. Subsequently he added to his stable Bayard by Carolinian out of an imported Bedford dam, and Pamunky out of Atalanta by Sir Harry. With Bayard and Sally Hornet he was very successful, winning several good races in two and three-mile heats.

From that time on, until he retired from the turf, leaving to his son, Thomas W. Doswell, the celebrated stable that he built up, he was one of the most conspicuous and most admirable figures among the turfmen of the South. An account of the horses that he ran and the races in which he participated and in most of which he was successful, would be little short of a full account of the American turf for fully thirty years after 1830. Between 1830 and 1840, he had in his stable Pizarro by Alfred out of Eliza Horton; Moscow by Tariff out of a Spread Eagle dam; Camden, Martha Bickerton, Dandy, Joe Tank, Oriflamme, a showy chestnut horse by Monsieur Tonson out of a dam by Sir Hal, and other good ones. In the ensuing ten years he was the owner of Hard Cider, Seven Up, Emily Thomas, Sarah Washington, Oriflamme, Tom Payne, Maria Shelton, Martha Bickerton and others. Sarah Washington was counted one of the best horses of her day, and had to her credit many good races at two, three and four-mile heats, beating such opponents as Andrewetta, Lady Clifden, Hector Bell and others. In the stud she produced Oratrix, Inspector, Escape, Sue Washington, Slasher, Fanny Washington and others. Later additions to Major Doswell's string in the same decade were Orator, Passenger, Thirteen of Trumps, Mary Mason, Tom Walker, Nina, etc.

In 1856, Major Doswell brought out Sue Washington, who immediately began to win good races for him, and in 1847 he brought out Slasher, who won all the races in which he was entered in his first season, his winnings for the year amounting to \$15,200. In 1855, the Doswell Stables were augmented by the birth of Planet, Fanny Washington and Lucy Haxall, all three of whom were by Revenue, out of Nina. Sarah Washington and Virginia Payne, respectively. These three horses were among the most successful of their day, defeating all the great cracks upon the Southern courses and frequently breaking records. A year before the Civil War opened the Doswell Stables held Planet, Fanny Washington, Nicholas I. and Exchequer for their main dependence, while many others of lesser distinction were their stable companions. This was the last year of Major Doswell's active participation in turf affairs, and it may be fairly said of him that he left the turf in a blaze of glory. His four great horses swept nearly the whole field before them in that season of 1860, Planet beginning by winning four-mile heats at New Orleans, while Fanny Washington at the same meeting won the Club Purse, three-mile heats, and the Club Purse, four-mile heats, defeating in the former Godiva, La Variete and Uncle Jeff, and in the latter La

Variete, Endorser and John C. Breckinridge. At other meetings Fanny Washington, Irena and Exchequer carried the Doswell colors to victory, while Rosa Bonhill and other members of the stable also contributed their part to its success.

As a devoted follower of the turf, a talented lawyer and an able man of public affairs, there were few Southerners of the antebellum days who were more influential, or whose lives were more filled with activity in every good cause that interested his fellow citizens than Colonel Bailie Peyton. For more than threescore and ten years he was thoroughly identified with the public and social life of Tennessee, being a native of Sumner County, in that State, and dying there in 1878. Tennessee was almost a wilderness when he was born, and he grew up to be one of the most energetic, courageous, and honest pioneers of his day. Before he had attained his majority he engaged in the practice of law, and, being an impressive and forcible speaker, as well as a hard student, rapidly went into the front rank of his profession. He was a typical Southerner, with easy and pleasant manners, full of dash and energy, and thoroughly companionable withal. In 1833, he was elected by his fellow citizens to a seat in the national House of Representatives. His career in that body was not long, and was remarkable chiefly for his unswerving opposition to President Andrew Jackson upon many of the political issues of the time. General Jackson was then all powerful in Tennessee, and Colonel Peyton's opposition, honest and courageous though it was, resulted in his retirement to private life. Nevertheless, he continued to be a warm personal friend of General Jackson, and the closest social relations existed between them.

Removing to New Orleans in 1836, Colonel Peyton practiced his profession and afterward became District Attorney. During the Mexican War he served as an aide on the staff of General Zachary Taylor. In 1849, he was appointed United States Minister to Chili, and upon the expiration of his term of office settled in San Francisco for a short time, but returned to Tennessee in 1856. During the Civil War he was an outspoken Union man, when it cost something to take that stand in the border States. One of his sons was killed while serving in the Confederate Army, and he himself was arrested and imprisoned by Union authorities, who mistrusted his patriotism. Nevertheless, he never for a moment yielded in his devotion to the Union cause. After the war was over he was twice a member of the State Senate, and in the last few years of his life lived the retired life of a Southern gentleman upon his plantation.

From early manhood Colonel Peyton was devoted to outdoor sports, particularly those of the turf. He was absorbingly interested in the thoroughbred, and was as well informed as any man in Kentucky upon that sub-

ject. Engaged in breeding to some extent, although not as extensively as some of his contemporaries, he had a small stable, and delighted in exploiting some of the choicest specimens in blood, form and constitution that his native State ever had to offer. Among the horses that he owned at different times were Maria Shepherd, Atalanta, Black Maria, Trifle and other good racers. After they had retired from the turf, he bred Muggins, dam Fanny McAlister; Cost Johnson, General Rousseau and Chickamauga. At the time of his death he owned Rumping Girl, Panama, Summer Rose and other mares, yearlings and weanlings. The turf of Tennessee and of the country was richer by the attention that he gave to it and by the high standard of integrity and honesty by which it was his constant struggle to have it measured.

Among the leaders of the turf in Virginia in the eighteenth century the princely Colonel William Byrd, of Westover, on the James River, must be frequently referred to by the chronicler of the events of that period. He received and profited by the best education that could be had in England, being sent to that country to study, as became his position as the son of one of the wealthiest families of the colony. In the mother country he developed his tastes for literature and refined living and returned home enthusiastically devoted to English sports and habits of life. At Westover, which was one of the substantial colonial homes of Virginia, he had his racing stud, one of the finest libraries in the country and valuable works of art. He expended money generously in support of the turf, and no man of his day had more influence in the racing matters that pertained to the life of the period.

An interesting anecdote is told of Colonel Byrd that illustrates his character and is a revelation of his wealth. When quite a young man at a club house in London he met the Duke of Bolton, whose offer to bet £10,000 on the turn of a certain card, not being taken by the noblemen and others of their set, was modestly accepted by him. When the cards were turned Mr. Byrd proved to be the winner. Without a word further the play went on until the adjournment to supper. The Duke then approached the young Virginian with the remark, "I owe you, sir, £10,000; but as you are a stranger to me I must inform you of a rule here that we must know the winner is able to pay, in case of his loss." "A very proper rule," replied Mr. Byrd, "and I will refer your grace to my banker." He handed a note for the banker to the Duke with the single inquiry: "Would you honor my check in favor of the Duke of Bolton for £10,000?" Upon being applied to, the banker promptly answered, "Not only for £10,000, but for ten times the amount." The responsibility of Mr. Byrd thus being fully established beyond cavil, the Duke of course paid the money. It is said that Mr. Byrd shortly thereafter left England for

a tour on the Continent, and never again touched a card while in Europe. But the sporting incident remained with him throughout life.

By general consent Colonel William R. Johnson, of Virginia, heads the list of distinguished turfmen of the glorious days of the thirties. He was called "the Napoleon of the turf." Trained from childhood with his father's horses, especially with that famous mare by Medley whose progeny the son ran with great success, in 1801, he won the great Fairfield Stakes with True Blue, and from 1815 onward was first by the post in many noted races with his horses Vanity and Reality. His accession to the head of the turf dated from 1809 with Sir Archy. The following year he won the great twenty-mile race at Fairfield, four-mile heats, with Maria, beating Sir Alfred and Duroc. During his brilliant career he maintained his ascendancy with Boston, Blue Dick, Sir Hal, Slender, Bonnets O'Blue, Medley, Sally Walker, Andrew, Trifle, Atalanta, Lady Clifden and Lorgnette, winning hundreds of victories with these and other horses, whose names were household words in that period. Of later date in Maryland, among others who were particularly conspicuous were Messrs. Bowie & Hall, who bred, trained and ran their own horses to a greater extent than had been for many years customary in that old State. They owned several brood mares, well infused with Oscar blood, and other representatives of the best equine families of the South.

Mr. Samuel Purdy, who rode American Eclipse to victory in the race with Henry on the Union Course, Long Island, in 1823, was an architect and an alderman of New York, and made his name famous forever in the annals of the American turf. He was a gentleman rider, and known throughout the country as an expert judge of horseflesh and a trainer of marked ability. He died in 1836, and his remains rest in the old St. Paul's churchyard at Fulton Street and Broadway, New York. The vault is covered by a granite slab, supported by four small granite pedestals. There is a marble slab beneath the granite one, but the ravages of time have almost obliterated the inscription. On one side is the inscription: "Samuel Purdy, born May 14, 1775. Died December 3, 1836," and on the other side, "Sarah, wife of Samuel, born August 18, 1785, died November 13, 1813." Beneath the slab is also this inscription: "This tomb is erected to their memory by their affectionate children."

A son of Mr. Samuel Purdy, Mr. John F. Purdy, was also distinguished among New Yorkers by his connection with the turf, which lasted for nearly three-quarters of a century. He was a noted gentleman rider and driver in his day, and devoted the greater part of his life to breeding and racing. When he died, in 1897, he had outlived most of his associates in that famous group of sportsmen

that included Messrs. August Belmont, the elder, Leonard W. Jerome, William R. Travers, Daniel D. Withers, Judge Alonzo C. Monson, M. H. Sanford, John Hunter and Francis Morris, father of Mr. John A. Morris. These were the men who founded the American Jockey Club and did so much to advance the interests and preserve the dignity of the American turf. Only Mr. John Hunter and Judge Monson, President of the Knickerbocker Club, survived Mr. Purdy.

Mr. John F. Purdy was born in New York October 14, 1810. In 1843, he married Miss Virginia Teackle, also of New York. They had five children—Mrs. George S. Nicholas, Mrs. Dudley B. Fuller, Mrs. Murray Livingston, Lucia W. Purdy and A. Belmont Purdy. Mr. Purdy was a stock broker until 1857, when he founded the wine house of Purdy & Nicholas. When Jerome Park was opened, on Tuesday, September 25, 1866, he was one of the race stewards, his associates being Messrs. W. B. Duncan, Paul S. Forbes, A. Keene Richards and E. Boudinot Colt, with Mr. John B. Irving as secretary. He was at one time a partner with Mr. D. D. Withers in racing, and afterward had a stable of his own. The best known horses of the Purdy & Withers stable were Vespucius, who beat Glenelg for the Annual Sweepstakes, and Tasmania, who once won the Ladies' Stakes at Jerome Park. Mr. Purdy also owned the famous Kentucky as a two-year old. Although he lived to the age of eighty-eight, he never had a serious attack of illness. His friendship with Mr. August Belmont led to his acting as second in the duel which Mr. Belmont fought with the Honorable William Hayward, of South Carolina, early in the forties.

The most notable event in Mr. Purdy's career on the turf occurred in 1850, when he drove his trotting mare, Kate, 100 miles inside of ten hours on a wager. At this time it was the custom for sportsmen who owned trotters to race them in matches on the road from town to town. Mr. Purdy had a brush on the road, and, coming out ahead, had a discussion with his opponent about the going qualities of Kate. The result was the 100-mile match for \$1,000. The match was a private one, and nothing was said about it except to the friends of the principals. As the race was in progress all day the news of it got abroad, and an immense crowd went to see. Kate was then ten years old and won. Mr. Purdy had hired a professional driver, but he began the race by driving himself, and then became so interested that he continued to drive her to the end. He was utterly exhausted after the race, but the mare suffered no bad effects. She lived till she was thirty-six years old.

One of the most prominent turfmen of the last generation was Mr. John C. Stevens, of New York and Hoboken, distinguished alike for his genius, enterprise, wealth and public spirit. He was one of the challengers

on behalf of Eclipse in that famous race with Henry in 1823, when Eclipse represented the North and Henry the South. Previous to that time he had already become deeply interested in the turf, and during his life brought out a great number of winners, not only running horses bred by himself, but being also a patron of other breeders of blood stock. As early as 1824 he won a \$5,000 match with Tom Piper, and was also successful with Lady Jackson. At a later day, with Black Maria, he carried everything before him. At one time he owned the renowned Medoc, which he sold for \$10,000 to Colonel Abe Buford, of Kentucky. He won the great \$44,000 stakes with Fordham and the \$15,000 stakes with Dosoris. He also owned Zela, a superb filly, who won several races in the North and afterward was sent to Alabama, where she won three consecutive races at four-mile heats. After running Fanny Wyatt and several other blood horses for a year or two, he relinquished the turf and turned his attention to yachting, becoming distinguished in that branch of sport as the first Commodore of the New York Yacht Club and the commander of the yacht America in the celebrated race off the Isle of Wight in 1851, which resulted in bringing to this country the celebrated America Cup that has since been the cause of contention between American and English yachtsmen.

Mr. Stevens was either president or vice-president of the New York Jockey Club for a period of twenty-one years, finally declining re-election on the ground that he had served his time out. He had an extensive training stable on Long Island, where he employed the two trainers, William Baxter and Isaac Van Leer, the latter becoming subsequently the trainer of Peytona and others for Mr. Kirkman, of Alabama. Each of these trainers had a separate string. Outside of the first course, his private training ground, Mr. Stevens laid out another course of turf. As every horse left the stable for exercise, trial or public race, Mr. Stevens made it an inflexible rule that the animal should be led over a large platform scales and its weight accurately ascertained and recorded. It is an interesting fact that his horse, Black Maria, lost over 100 pounds in her great four-mile race. For many years Mr. Stevens, with Messrs. Livingston, King, Coster and two or three others, was recognized as standing at the head of the turf in the North.

It was the particular distinction of Mr. M. H. Sanford that he was the second American to take a string of thoroughbreds across the Atlantic and challenge the English horses upon their own ground. He had an interesting experience in connection with the English turf, but his enterprise was of more abundant value in connection with racing in this country than it was abroad. A native of Massachusetts, he belonged to one of the oldest families in that State, that traced its lineage to earliest colonial

times. Early in life he engaged in mercantile pursuits and soon became a man of great wealth. His connection with the turf did not commence, however, until about the time of the opening of Jerome Park, in 1866, when he had passed middle age. He was associated with Mr. Leonard W. Jerome in the organization of the American Jockey Club, and took an energetic and useful part in the good work to which that organization devoted itself.

Providing himself with a good string, he made his debut upon the turf in 1867 with Loadstone, Ear Ring, La Polka and others, and captured the Jockey Club Handicap, the Westchester Cup, the Nursery Stakes and other valuable purses. His success stimulated his ardor for the new pursuit upon which he had entered, and forthwith he made arrangements to go into breeding and running upon a large scale. His establishment at Preakness, N. J., soon became one of the most famous in the country. He engaged Anthony Taylor as trainer and entered upon a long and successful career. One of the most famous jockeys of the sixties, William Hayward, first appeared under Mr. Sanford's management, riding Loadstone to victory for the first Westchester Cup. Two years later he was successful with Lancaster at Saratoga, with Hayward up. Next he won with Niagara and Madam Dudley, and then with Preakness, who was one of the greatest stallions and one of the greatest racers of that day. With Preakness he won the great Dinner Party Stakes at Baltimore in 1870, and the Westchester Cup at Jerome Park in 1871. His great favorite, however, was unquestionably Monarchist, who eclipsed some of the first horses of the time, and when Monarchist defeated Harry Bassett at Jerome Park in 1872, his opponent being considered at that time incomparably the best horse on the American turf, Mr. Sanford felt that the money and time that he had expended for years past was returned to him many fold.

From 1875 to 1881, Mr. Sanford was engaged in his memorable campaign in England, but his success there was not what he had hoped for, nor at all what would have been a fair reward for his enterprise and the merit of the horses that he took with him. Probably, had not failing health compelled him to return home, he might have remained longer in that field and achieved greater success. He did not maintain further active connection with the turf even in this country, and died only two years later, in 1883. He was considered one of the most liberal buyers of thoroughbreds that the turf ever knew. He paid \$7,000 for a yearling, brother to Asteroid, and made a losing bargain of it. For Preakness he paid \$2,000, but the great Monarchist cost him only \$1,900. That was in the day, however, when, as compared with the present, there was only a comparatively moderate demand for blood colts. It is said of him that he desired

to take Ten Broeck to England, and offered to give \$25,000 for that champion.

From the old Bathgate family of New York, one of the oldest families established in Westchester County, came several patrons of the turf, whose careers extended from early in the present century nearly to its close. The Bathgates were originally from Scotland, and representatives of the family for several generations were leaders in all efforts to promote racing in the vicinity of New York. Perhaps the best remembered member of this family was Mr. Charles W. Bathgate, who was born in West Farms in 1824, near the site of Morris Park, and died in 1891. He was the son of a wealthy farmer and mill owner, who was also one of the leading turfmen in the United States in the first quarter of the century. The elder Bathgate owned the celebrated mare Maid of the Oaks, from whom Sensation, Onondaga, Girofle, Glenmore, Tenny and other cracks were descended. For several years American Eclipse stood at his estate, and so did Barefoot, the winner of the Doncaster St. Leger, in 1823. Medoc, one of the best American thoroughbreds of the generation just passed, was bred by him. Dr. James Bathgate and Mr. Alexander Bathgate, nephews of the elder Bathgate, were also prominent turfmen. They imported Mango, who won the St. Leger in 1837, and owned and run other good horses, keeping up a racing stable until about 1860. They were afterward known as owners of the celebrated trotting stallion, Toronto Chief.

It was natural that with such associations and such inherited taste for the turf Mr. Charles W. Bathgate should, from an early period in his life, become interested in the thoroughbred. He was a comparatively young man, and had not attained to particular distinction in racing matters when the decadence of the turf in 1850, owing to dishonorable practices of many who were connected with it, set in in the vicinity of New York, and for a short time he was interested in the trotter, owning the stallion New Jersey and other good horses of that class. When racing was revived in the years immediately following the Civil War, he was one of the earliest to take up with the old sport, and was active in all measures for placing it upon substantial footing and holding it to an honorable career. Jerome Park was built upon part of his ancestral acres in Fordham, which he had sold to Mr. Leonard W. Jerome. He also became an owner, his colors being all green, and subsequently was a partner for a short time with Mr. Jerome in the Jerome Park Home Stables, from which Clara, Clarita, Fleetwing, Red Wing, General Yorke, De Courcy and other cracks came out to do good service on the course.

It was well said of Mr. Bathgate by one who knew him intimately that although, "as an actual owner, he was never prominent, his influence on great racing

stables and race courses was greater than that of any other man of his time; he might not be inaptly termed 'the Warwick of the turf.' " He was the agent of Mr. Jerome when that gentleman started upon his racing career in 1866, and was also an adviser to Mr. Pierre Lorillard some six or seven years later when Mr. Lorillard determined to go into racing. More than twenty years after, Mr. James R. Keene availed himself of Mr. Bathgate's long and wide experience and good judgment. At that time the Lorillards were carrying everything before them, and the success of their stable was assuming such proportions that some one remarked that if the Lorillards could not be stopped in their career there would soon be an end to racing upon the courses about New York. Mr. Keene entered upon the field at this juncture, and, upon the advice of Mr. Bathgate, purchased the colt Spendthrift, who had a great reputation in the West, but had never been seen in other parts of the country. Brought to New York, he accomplished the ends that were aimed at, beating the Lorillard horses, Harold and Monitor, for the Belmont Stakes, and giving an added interest to the three-year old racing of that year. In 1881, Mr. Bathgate went to England, where he took charge of Mr. Keene's stable and was identified with those victories of Foxhall and other horses, which were a source of such gratification to every patriotic American and every follower of the turf on this side of the Atlantic. It was the judgment of Mr. Bathgate that led to the selection of the picturesque site for Morris Park, and he had much to do with superintending the construction of that magnificent race course.

For three generations the name of Morris has been prominently identified with affairs of the turf, and its all-scarlet, the famous Barbarity colors, that took their name from the grand old brood mare, whose offspring, Ruthless, Relentless, Remorseless, Regardless and others, so worthily carried the gay jacket to victory, has been a feature of turf life that will not soon be forgotten by any who follow the track. The first of the family to engage in racing was Mr. Francis Morris, one of that generation of sportsmen who joined in the revival of racing in the early sixties by founding the American Jockey Club and opening Jerome Park. He owned several of the best horses known to the turf even before the Civil War, and was the financial backer of the string that Mr. Richard Ten Broeck took to England in 1857, thus being an essential factor in one of the most important enterprises ever known in the history of the American turf. Mr. Morris came of good old English stock, his grandfather, John Morris, being chaplain to the Duke of Bedford in 1748. His father, William P. Morris, came to the United States in 1820, and, settling at Throgg's Neck, owned one of the handsomest country-seats in the vicinity of New York.

Even before the death of Mr. Francis Morris, an event that occurred in 1886, his son, Mr. John A. Morris, had followed his father's example in becoming identified with the turf. He bore a hand in founding the American Jockey Club, and for several years, at Jerome Park, handled the starter's flag. When he was only twenty years of age, having been born in 1836, he went to Europe with Mr. Ten Broeck in the racing enterprise that his father was backing, and had a broad and valuable experience in connection with English and French racing, gaining much information concerning thoroughbreds and track management across the Atlantic that was of great use to him in the future. In business enterprises he accumulated a large fortune, and in 1889, he started a stable, not having engaged in racing extensively before that time. His bold and well-judged purchases of choicely bred animals and extensive investments in breeding enterprises soon made him a conspicuous figure among the turfmen of his period. His racing establishment was for many years under the charge of Mr. Wyndham Walden, and among his best horses were Britannic, Cayuga, Russell, Mars, Correction, Ambulance, Chatham and St. Florian. The magnificent Morris Park that bears his name is an enduring monument to his devoted and far-sighted interest in racing. Mr. Morris died in 1895, and his sons, Messrs. Alfred H. and David H. Morris, succeeded to the racing interests of the family in the third generation.

The names of all the distinguished turfmen of the South would fill a volume, but some of them shine with particular splendor. No one of his generation was more admired than Colonel E. M. Blackburn, of Kentucky. Colonel Blackburn's parents were among the very first settlers in the Blue Grass State, and he was one of the first children born in Woodford County. Throughout his lifetime he was interested in horses, and for more than half a century was conspicuous in all the turf activities of the United States. He was the owner of those famous champions, American Eclipse and Grey Eagle, the heroes of some of the greatest equine struggles that the American turf has ever known.

Colonel Blackburn devoted himself exclusively to farming operations and to the raising of thoroughbreds, and, save in racing, was not identified with public affairs. He enjoyed the intimate acquaintance of many of the famous statesmen and public men of his day, and never was happier than when entertaining them under his roof and descanting upon the superior merits of his horses. A pleasant incident is related of him as showing his faith in the thoroughbreds that he owned and his composure and readiness of wit in emergencies. Upon the occasion in question, he was entertaining the great statesman, Henry Clay, and other gentlemen, and, as was usual with him, had been praising in the most extravagant

manner the various horses that were then under his charge. American Eclipse was still regarded as one of the greatest of American horses, and his famous race with Henry had by no means passed out of remembrance. Colonel Blackburn then had American Eclipse in his stable, and Mr. Clay, thinking to corner him, asked him what he could say new of that great thoroughbred. For a moment the Colonel seemed nonplussed; then, rising to his feet and lifting his glass, he said in the most courtly manner, "Eclipse, among horses, as Henry Clay among men," and everybody conceded that the tables had been cleverly turned upon Kentucky's beloved son. Colonel Blackburn lived until 1867.

Among the early turfmen and breeders of Virginia, the Honorable John M. Botts occupied a conspicuous position. He was active in political affairs and frequently held office by the gift of his fellow citizens. At the same time he was an extensive breeder of thoroughbreds, a frequenter of the race course, and gave intelligent consideration to the development of the race horse and to all questions relating to affairs of the turf. Colonel David McDaniel, whose name occurs so frequently on the pages of the early history of the American turf, was an intimate friend of Mr. Botts, but both of them believing most unreservedly in the supreme quality of the horses respectively bred by them, there were frequently times when the natural rivalries engendered by the race course would strain their friendship to the point of breaking. In a certain race at Petersburg, Va., Mr. Botts had entered a young mare that already possessed a record and was held in high favor. Everybody, including the owner, believed that she was a sure winner on this occasion, and she was allowed to carry over-weight in order to enhance the glory of her victory. But the best laid plans oft go awry. Colonel McDaniel had an unknown filly engaged in the same stake, and during the progress of the race chaffed Mr. Botts on his over-confidence. His manner so exasperated his former friend that the latter seriously quarreled with him, and when Colonel McDaniel's filly won the race, his chagrin was so deep that he refused to be reconciled.

The conspicuous part that was played by Mr. Richard Ten Broeck in American turf affairs previous to the time of the Civil War, and especially his invasion of England, has fixed his name firmly upon the pages of American turf history. During his long and active career he owned some of the best horses that were ever stripped on the course, and was as successful as most men of his day. He created a genuine surprise when he went to England in 1856, and the English turfmen scarcely knew how to take him. He was criticised severely in many quarters, was subjected to much unjust suspicion, and dropped considerable money into the pockets of the English betters. His experience abroad was not altogether happy;

but it is doubtful if, aside from his lack of success with the horses that he took over, he ever realized that he was not having a pleasant time. Mr. Ten Broeck was a native of New York State, where he was born early in the century. As his name clearly indicates, he was a descendant of one of the old Dutch pioneers. In 1829, he was sent to West Point and studied there for several years, but did not remain long enough to graduate. Among his fellow students were Generals Lee and Magruder, of Virginia, and General Emory, of Maryland. He accumulated a considerable property as a result of his long connection with the turf, and in the latter years of his life settled in California, where he met with misfortunes that bore heavily upon him.

Few turfmen in this generation have been more conspicuous or more deserving of recognition for their abundant services to the cause of racing than the two brothers, Messrs. Pierre and George L. Lorillard. Both of them bore an important part in the revival of American racing in the early seventies, and for a time they rivaled each other in the brilliant success of their respective stables. In later years Mr. Pierre Lorillard attained to greater fame through his success on the English turf. His career began in 1871, and has continued almost without interruption down to the closing years of the century. He first purchased two English mares, Girasol and Blue Stocking, from Sir Joseph Hawley, and, bringing them to this country, bred from the former Saxon, the winner of the August Stakes at Monmouth Park in 1872 and of the Belmont Stakes in 1874.

The first horse that Mr. Lorillard ran was Free Lance, in 1873. At that time his colors were scarlet, with blue cap. The following year he changed to cherry and black, which shortly became one of the most famous colors ever known to the American turf. In the Saxon year he had also Attila, James A. and others, and in subsequent years ran such famous racers as Parole, Faithless, Merciless, Barricade, Idalia, Bombast, Perfection, Zoo Zoo, Spartan, Pique, Uncas, Duke of Montrose, Pizzaro, Drake Carter, Pontiac, Wanda, Dewdrop and many others scarcely less distinguished. His splendid campaign in England in 1879 and subsequent years with Iroquois, Parole and others has been fully described in another chapter in this volume. It constitutes one of the proudest pages in the history of the American turf. During his lifetime Mr. Lorillard has been one of the best patrons that the breeders of the United States have ever had. He paid large prices for promising yearlings, and after he began to breed for himself procured the best brood mares and stallions that money could buy.

Rivalling his brother of the Rancocas Stable in all that goes to make distinction upon the turf, Mr. George L. Lorillard, proprietor of the Westbrooke Farm, was one of those turfmen whose memory it is the pride of all

who knew him to fondly cherish. His colors were seen at all the important race meetings, and so frequently at one time did they come in at the head of the field that it was jocularly remarked that the Northern turf must have been created for the special benefit of the Lorillards. The names of some of the most noted horses of this quarter of a century were identified with Westbrooke. Tom Ochiltree, for whom Mr. Lorillard paid \$7,500 when he was three years old, stood there, and Ambush, Loiterer, Harold and other famous ones were trained on its track. Monitor, son of Glenelg and Minx, was perhaps the most famous member of the stable. Second only to Monitor were such cracks as Trafalgar, Volusia, Reveller, Roisterer, Thackeray, Glideaway, Hawthorne, Mentor, Louisette, Hopeful, Emulation, Economy, Triton, Surprise, King Arthur, Velure, Souci, Dahlia, Ferida, Idalia, Grenada, Greenland, Aella, Memento and other winners. Spinaway came from Westbrooke to carry the blue and orange to success in the Juvenile, the Foam, the Hopeful and the July Stakes and to win the title of the American Crucifix.

Identified with miscellaneous sporting affairs in the South during the second quarter of the century, Mr. Henry Price McGrath was afterward known as one of the most popular and enterprising turfmen of the country. A native Kentuckian, he was born in 1814, and while a youth participated in the high play and outdoor sports that were then the dominant characteristics of life in the Mississippi Valley. He was uniformly successful as a plunger, and was one of the nerviest betting men of that time and section. Removing to New Orleans, he continued his career in sporting circles, and soon after began to own and run race horses. After a short turn in California at the time of the gold excitement he returned to New Orleans and entered more vigorously than ever into the racing business. Captain Beard by Yorkshire out of a Glencoe mare, was the first horse of prominence that he owned. Others in his string were Endorser, and Black Snake by Albion out of a Leviathan mare. Black Snake afterward became famous as Lucy Fowler and as the dam of R. B. Connelly, Tom Bowling, Aaron Pennington and Calvin. During the early sixties Mr. McGrath was in the North, where he was associated with Mr. John Morrissey. After the war he established the McGrathiana Stud, near Lexington, Ky., and bred some celebrated horses, among them being Blarney Stone, Tipperary, Tom Bowling, Captain Beard, Susan Ann, Aristides, Chesapeake, Jury and Leonard.

Mr. John Hunter, who was for many years a partner of Mr. William R. Travers and a leading spirit in the field of Northern racing immediately after the war, belonged to the famous Westchester County contingent. As a breeder and owner none of his time surpassed him in influence, and in that great day of American racing he



ALEXANDER J. CASSATT



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was foremost in upholding the colors of the North. The breeding establishment that, in conjunction with Mr. Travers, he maintained at Pelham, was one of the most valuable factors in developing the thoroughbred of the period that then existed north of Mason and Dixon's line. In 1887, Mr. Hunter succeeded the Honorable August Belmont as president of the American Jockey Club.

The history of the turf and the history of Woodford County, Kentucky, are indissolubly bound together. If the roster of pioneer turfmen had not held the names of Buford, Blackburn, Harper, Alexander, Swigert, Kinkead and Ford, and if they and others of secondary standing had not played their parts on the breeding farm and at the race track, the annalists of the American turf would have a different story to tell. These men raced horses in the days when thoroughbreds were run for glory and bookmaking had not been invented. No one of these Kentuckians was more illustrious than "Uncle" John Harper, who died in 1873, and who laid the foundation of the great thoroughbred nursery at Nantura Farm many years ago. The Harper family had been identified with Woodford County for over one hundred years. The records show that in 1795 Jacob Harper, Sr., father of Mr. John Harper, purchased the estate that has since remained in the possession of the family. Originally it embraced 760 acres of land, and the name, Nantura, given to it in modern times, was from the great race and brood mare who bore the name, the dam of Longfellow.

"Uncle" John Harper was a noted character in many ways. He was reputed to be worth fully a quarter of a million dollars; but, nevertheless, he lived in the most democratic fashion. When traveling he slept with his horses, and was as attached to them as a father to his children. He owned and raced many horses, but his career was crowned, toward the close of his life, by Longfellow, who was foaled in 1867. Although he was very skilful in breeding horses, he was deficient in literary culture, and often found it harder work to name his colts than to train them for racing. A good story is told of him in this connection. At one time he was in desperate straits over the question of naming in a suitable manner two of his yearlings. After struggling with the problem for many days he gave up beaten and called in his friend, Dr. Weldon. Said Dr. Weldon, when the situation was explained to him:

"Let us see. Some famous horses have borne names that begin with L. There's Loadstone, Lecomte and Lexington himself, you know. Why not, for luck, pick names out of the L's for these little ones? Now there's the name of one of America's great poets, Longfellow. That's a good name. Suppose we call the Nantura colt Longfellow. Now you want a good name for Fanny Holton's colt. Well, let me see. We must have an-

other L. What do you say to Lyttleton? He was a great lawyer and jurist, you know. 'Coke upon Lyttleton' is a standard legal work, and his name would appeal to the legal fraternity. Call him Lyttleton."

So the colts were named Longfellow and Lyttleton, and their owner seemed mightily pleased. But, after all, the keen appreciation of the literary character of the two names soon left "Uncle John," and he either forgot the significance of the names and their origin, or else decided fully to ignore it. And so it came about that, not long after, when he was asked to exhibit his colts upon one occasion, he introduced them in this wise: "That's Longfellow. We call him Longfellow because he's long and big. T'other colt's Little 'un. We call him that because he's kind o' little."

Another famous member of the Harper family, who shared with "Uncle John" the turf distinction that pertained to the name, was Mr. Frank B. Harper, a nephew of the elder Harper. For many long years uncle and nephew were intimately associated in the management of Nantura Farm and in racing with one of the famous strings of thoroughbreds a generation ago. A man of large means, Mr. Harper never married, but devoted himself throughout life to his beloved thoroughbreds. His favorite horse was probably Ten Broeck, whom he raised from the time that that famous animal was a suckling colt. Mr. Harper has always held that horses are not a bit faster to-day than they were twenty years ago, but that the difference is all in the track. He has never been brought to believe that any of the records of Ten Broeck could be surpassed by the modern horses if all ran on the same tracks. Mr. Harper maintained his active connection with the turf until he was nearly seventy years of age, his life and that of his uncle covering fully a century of American turf history. It is a somewhat singular fact that, notwithstanding his long and active turf career, he never bet on one of his horses in his life. Old turfmen will not soon forget his famous and oft-repeated injunction to his jockeys, to run his horses from "eend to eend," an order that was a fair index of his character.

One's pen might run on indefinitely recording pleasant recollections of the great turfmen who, in the past, contributed so much to the development of the American thoroughbred and to the popularizing of American racing, and who have long since passed away leaving only the result of their able and disinterested efforts as an enduring monument. Some of them, as we have seen, have come down even to the present era and their names are connected with those of their successors, who are still prominent and active in every good measure that contributes to the welfare of the turf. As difficult as it has been to enumerate even a tithe of the names of those who gave the American turf its standing in previous generations, an even more herculean task would be that

of attempting to comprehensively record the shining lights of the turf of to-day. Many of these gentlemen have already been referred to and their connections with the turf more or less fully recorded on other pages of this volume, whereon the accounts of great racing events, famous thoroughbreds, notable breeding establishments and racing associations have been presented. A repetition of their names here is not demanded, since thoughts of them must be present in the minds of every one at all interested in turf affairs.

But there still remain scores, nay, hundreds of others, equally good and true turfmen and as earnestly devoted to the cause of racing as any to whom attention has been heretofore specifically called. No record of the American turf of the present day can in any wise be complete without some account of their participation in it. Their labors are an important part of its history. The brief consideration that only can be given to them in this connection will, however inadequate it may appear, as a comprehensive presentation of their activity, be at least sufficient to indicate in a measure the character of the racing men of this period and the incalculable value of the services that they have rendered in promoting the sport and in elevating the American turf to an even higher position than it has ever before occupied.

Without desiring to institute any invidious distinctions, it is only fair to say that no race meeting would be complete without the presence of Mr. William C. Daly, or, as he is familiarly known, "Father Bill." Mr. Daly was born in Ireland in 1849, and came of a racing family on both sides. He was brought to this country when he was only eight years of age, and as a boy lived in South Windsor, Conn. After he had served an apprenticeship as a machinist he began trading in horses, and at the early age of seventeen made his start on the turf with the thoroughbred mare, Lorina. Since that time, a period of nearly a third of a century, he has enjoyed wonderful success on the turf. A list of the horses that he has handled would be exceptional in extent and character. In his stable have been such good ones as Civil Service, Fidelio, Florence M., Bolero and others. At the present time he has in his string Rifler, Arabian, Her Own, Mahony, Father Bill, Kitty Daly, Eileen D., First Fruit, Merlin, Tinkler, General Maceo, Hartford Hotel and a half-dozen promising youngsters by Magnetizer, Badge, Uncas and Fiddlesticks.

The reputation of Mr. William Duke, Jr., as a turfman is not confined to the United States. His career in this country has been eminently interesting, and he has been among the number of those Americans who, in modern times, have invaded the English turf. Born in Wellsville, N. Y., in 1857, Mr. Duke has been identified with horseflesh and racing from his boyhood, his early experience being with trotters. Since 1887, he has given the run-

ning turf his attention, being first a silent partner with J. J. McCafferty and Enoch Wishard. The combination owned such well-known performers as Helen Nichols, Hugh Penny, Wishard and Queenie Trowbridge, all of whom made excellent records. Subsequently Mr. Duke, in association with Mr. Wishard, organized the firm of Duke & Wishard, which has since raced with abundant success. They took a good string of horses to England in 1895, and won many important races there, their stable including Mac Briggs, Wishard, George Ketchum and Helen Nichols.

The career of Mr. Enoch Wishard has been largely coincident with that of his partner, Mr. William Duke, Jr. Mr. Wishard was born in Indianapolis in 1865, and, like many other noted turfmen, was first interested in the trotting horse. He entered the ranks of trainers of thoroughbreds by taking charge of the stable of the well-known Western owners, Scroggan Brothers, and he is now considered one of the best and most careful trainers in this country. His success is the result of careful study and the most unceasing care, and he gives his undivided personal attention to the animals in his stable. The success of the English campaign of the firm was in no small measure due to Mr. Wishard's skill in bringing their horses to the post in good condition. Messrs. Duke & Wishard have now in their stable George H. Ketcham, Highhoe, Babieca, H. Davis, Healey, Stamina and Doremus, the two first named by Himyar and the others by Farandole, Greenland, Devotee (or Greenland), Great Tom and Luke Blackburn.

Among the greatest horses this country ever possessed have been Bramble, Rhadamanthus, Hindoo, Luke Blackburn, Miss Woodford, Potomac, Raceland, Tremont and many others, all of whom at some time during their career received their training under the hands of Mr. James G. Rowe, or "Jimmy" Rowe, as he is popularly known. Few, if any, trainers have ever had a wider experience, or a more brilliantly successful career than Mr. Rowe. He was born in Virginia in 1857, and for thirty years has been prominently identified with the turf. He was first engaged with Colonel David McDaniel, when that turfman was at the head of the famous McDaniel Confederacy. In 1872, he had his first mount when he rode the high class colt, Joe Daniels, to victory, and the following year he repeated his success on Springbok. His career in the saddle was of short duration, however, for he grew too fast; but he rode such famous horses as Harry Bassett, Tubman, Katie Pease and others. Then he engaged in training. Having charge first of the stable of Davis Brothers, he was afterward in charge of Dwyer Brothers' string, was three years with the late Honorable August Belmont, and also served acceptably for four years as a starter. Since 1895, he has been engaged in training. He has had the handling



WILLIAM C. WHITNEY



SYDNEY PAGET

of the Brookdale horses of Colonel Thompson, and of that gentleman's successors, Messrs. L. S. and W. P. Thompson. He is also the senior member of the firm of James G. Rowe & Co., which has in training for 1898 these promising two-year olds: Lumen and Tendresse, both by Kinglike; Juventas and Current, both by Juvenal; Imitation, by Rey del Rey; Morning, by Long Taw, and Opera Glass, by St. Blaise.

Had Mr. David T. Pulsifer done nothing more for the American turf than to discover and run the great Tenny, his name would be forever cherished by all lovers of the thoroughbred and of good racing. Mr. Pulsifer is one of the gentlemen who have given dignity to the American turf. A native of Massachusetts, where he was born in 1832, he had an early experience in the West and in Northern New York in the trotting field. It was not until later, however, that he became connected with the turf, when he owned and ran Punster, Gunner and Sir Joseph. In later years his stable included such well-known horses as Grimalda, Rapine, Housatonic, Brother Dam and Drum Major. The wonderful career of Tenny, who, as a yearling, was so unpromising that it seemed scarcely worth while to train him, eventually gave to his owner a national reputation and a fortune, and Mr. Pulsifer has never ceased to feel a justifiable pride in his wonderful "swayback."

Born in Bethlehem, Pa., in 1860, Mr. John E. Madden, one of the most prominent owners and trainers of today, drove and won races before he had reached the age of sixteen. He was eventually one of the largest buyers of high priced trotters in the United States, among horses of this class that he owned being Robert McGregor, Suisun, Rachel and Bel Verra. The first thoroughbred that he possessed was Castaway II., who, after he had passed out of Mr. Madden's possession, won the Brooklyn Handicap. Some of the principal horses that have been connected with Mr. Madden's stable have been Applause, Harry Reed, Dundee, Coquette, Lollie Easton and Handspun. He also owned Hamburg and Howland, two of the best two-year olds ever seen in this country. Hamburg he sold to Mr. Marcus Daly. In his stable in 1898 are Howland, Chelsea, Baritaria, Duoro, Plaudit, Benares, Dissembler, Great Bend, Desperado, David Garrick and many others. Plaudit is a double Derby winner, having taken both the Kentucky Derby and the Oakley Derby in 1898, and in this connection it is interesting to recall that another one of Mr. Madden's horses, Kingman, was also a double Derby winner.

Combining in his person the active work of owner, trainer and jockey, Mr. John J. McCafferty has long held a prominent place in American racing. He is a native of Texas, where he was born in 1860, and his first experience in life was as a ranchman on the Western plains, and with his brother, Mr. A. T. McCafferty, he was part

proprietor of the Sycamore Ranch for the raising of horses. He took the first steps toward his racing career by riding thoroughbred horses at local meetings. Finally he turned his attention entirely to the American thoroughbred, and since 1889, when he made his debut at the leading racing centres, he has been one of the foremost owners in this country. In 1893, he owned forty-two thoroughbreds, one of the largest stables in the country. Only a few of the great horses that he has owned can be mentioned here. Among them have been Helen Nichols, Applegate, Hugh Penny, Nero, Aloha, Fred Taral, Bo Peep, Lady Mary, Arbuckle, Winged Foot, Abuse and Don Blas. His stable for 1898 consists of Burch, Gotham, Lexington Pirate, Mt. Washington, and these two-year olds, Effie Ainslie, Himtime, Gold Mine, Mrs. Jimmy and Knickerbocker.

Mr. David Gideon, who is a native of New York, having been born in 1847, made his first venture as an owner in 1879, when he secured two well-known jumpers, Bertha and Judith. He formed a partnership with Mr. John Daly, and the firm name of Gideon & Daly became as prominent and their stable as powerful as any upon the turf. Among the horses that have been run under the colors of Gideon & Daly were Highland Fling, Spartan, Illuminary, His Highness, Requitall, The Butterflies, Ramapo, Waltzer, Hazlet and many others. The Futurity Stakes were carried off three times for the Messrs. Gideon & Daly, by His Highness, Requitall and The Butterflies, respectively, while Ramapo won the Suburban for them. The Ramapo Stud Farm of the firm at Holmdel, N. J., has long been one of the best establishments of its kind in the North.

Mr. Walter B. Jennings is another example of the gentlemen who have turned from prosperous mercantile pursuits to the turf and have there achieved success. The first horses that he owned and raced were Allog and Bingen, and with them he won many races on the Western tracks. In 1882, he brought his stable to the East, in his string at that time being Ruth, Mattie K. and several others. Since 1884, he has raced permanently at the great tracks in the East, and among his noted horses have been Ten Strike and Bonnie Lee. He is now engaged in breeding as well as racing. The firm of W. B. Jennings & Co., of which he is the senior member, has in training Miss Lynah, Tripping, Trolley, Woodford Filly, Ping, Glorian, Brier Sweet, Maxello and these two-year olds, Lavator by Salvator, Speedmas by Candemas, Mossbrae by Watercress, Sombre by Midlothian.

As the owner of Dr. Hasbrouck, who was on the turf for four years and won 41 out of the 88 races in which he was started, Mr. W. M. Barrick is not likely soon to be forgotten in the annals of the American turf. Mr. Barrick, who is not only an owner, but is also the trainer of his own horses, has in his stable several tried thor-

oughbreds: Curacoa by Top Gallant out of Wauculla, Maurice by Rayon d'Or out of Maurine, and Sun Up by Buchanan out of Sunlight. His two-year olds are Highland Prince by Badge out of Queen of the Clans, George Simons by Simple Simon out of Armida, Oakwood Belle by Fonso out of Janette, Zoroaster by Rayon d'Or out of Astoria, and Felician by Rayon d'Or out of Felicia.

Born in Kildare, Ireland, in 1839, Mr. William Jennings, now a famous breeder, owner and trainer, entered upon his duties as an exercise boy in a stable in Ireland when he was fifteen years of age. Eventually he became a trainer in the same stable, under the direction of his employer, Mr. William Disnay, and afterward became part proprietor of a stable. About 1864, he came to this country. Spending two years in Canada, he then located in Connecticut, and shortly became connected with the celebrated Woodburn Farm, in Kentucky. In 1868, he began for himself, and has owned such horses as Kildare, Glenmore, Greenfield, Balbriggan, Remorse and numerous others of good character. His blue jacket and white cap have been successful in many a good race. His breeding farm near Baltimore is a first-class establishment and he has in training such good ones as Atlantus, Miss Lillian, Oceana, Sailor King, Acrobat and Woodranger, while his two-year olds are Althea, Edwin S., Wesa, Marylander, Glengar and Ruxton, all by Dutch Roller, and Avoca by Atlantic.

A Kentuckian raised among thoroughbreds, Mr. Walter C. Rollins' choice of an avocation was marked out for him in early youth. His first employment was in 1874 upon the McGrathiana Stock Farm, when he was thirteen years of age. Beginning as an exercise boy, he was connected with several different employers, and enjoys the special distinction of having broken the great Foxhall. Afterward he trained for Mr. E. J. McElmeel, the first horse that he handled being the old-time performer, General Monroe. From Mr. McElmeel he went to the racing establishment of Commodore Kittson, and then was for two years with Mr. Pierre Lorillard, Jr. For a short time he owned a public training stable, and then trained for the Oneck Stable of Dr. Gideon L. Knapp, where he handled that star performer, Sir Walter, with whom he won the Brooklyn Handicap in 1896. He still retains his connection with the Oneck Stable, and also has several good horses of his own, including Deerslayer by Midlothian, Larequois by Iroquois, and Little Joe and Cousin Jess, both by Uncle Jess.

In 1886, Mr. A. F. Walcott began his racing career under the name of the Fairfax Stable. He was at one time president of the Monmouth Park Association, also a member of the Board of Control, and is now a member of The Jockey Club. Among the best horses that he has owned have been Oriflamme, Cyclops, Chancellor, Ruperta, Melba, Castaway II., who won the Brooklyn

Handicap in 1890; Pessara, who was second in the Brooklyn Handicap in 1892, and Diablo, who won the same event in 1893.

Among the young gentlemen of wealth and character who are identified with racing is Mr. Roy Carruthers. His ownership of Reservoir by Regent out of a Longfellow mare was his first venture upon the turf. Afterward he owned Song and Dance, with whom he was very successful. He enjoys the advantage of a wide personal acquaintance with racing matters, both in this country and in Europe. He is now the owner of that excellent race horse, Howard Mann.

Mr. Francis D. Beard is not only a prominent turfman, but he is well known in New York society as an accomplished amateur whip, especially excelling as a tandem driver. In company with his brother, Mr. John R. Beard, he organized the Erie Stable, but since the close of the season of 1896 he has carried on an independent stable of his own. The horses that he has now in training are Dutch Skater, Nanki Pooh, Beaufort, Jefferson, Blazewood, St. Nicholas and Tahama. At one time he owned that staunch horse, Lazzarone.

From Maine to California Mr. Patrick Dunne is known and respected in turf circles. His career began in 1885, when he was foreman for Mr. Edward Corrigan in Chicago. Since 1891, he has been in the field with a stable of his own, and has been remarkably successful. In his stable at the present time he has these well-known horses: Flying Dutchman, Salvable, Captive, Czarowitz, Estaca, Stentor, Swango, Dacian, Rey Salazar and Rathmore. His two-year olds are Approval by Pessara; Ailyar by Himyar; Barrier by Leonatus; Prince Harry by Harry O'Fallon; Survivor by Strathmore, and Cambrian and Peleus by Hindoo.

One of the most practical and thoroughly experienced turfmen among contemporary owners is Mr. Frank Regan. He began his career as an exercise boy in the stable of the Honorable August Belmont. Then he had several years' experience as a jockey, and, with Mr. John Huggins, trained the horses of Messrs. A. J. Cassatt and Pierre Lorillard. Since 1890, he has been in the field himself as an owner. He is now the owner of Nay Nay by Kinglike; Percy F. by Rainbow; Octave by Quicklime; Mohegan by Faverdale; Sister Fox by Silver Fox; Saguache by Britannic; Russella Walden by Russell, and Sir Florian and The Diver by St. Florian.

A veteran horseman and a thoroughly experienced trainer, Mr. Charles H. Hughes has handled some of the greatest race horses of the present period. For many years he had a public training stable in the West, and afterward trained the horses of Messrs. Leigh & Rose and of Bromley & Co. He it was who helped develop the speedy qualities of such cracks as Clifford, Lazzarone, Ducat, Chant, Ida Pickwick and others of renown.



FOXHALL P. KEENE



JOHN E. MADDEN

In the stable of Bromley & Co., a firm that is, comparatively speaking, a newcomer upon the turf, we have another interesting example of the participation of unprofessional horsemen in racing. It is the presence of such gentlemen as Messrs. J. E. Bromley and A. Featherstone, who are the partners in this firm, that has done so much to strengthen the turf in time past and that may be depended upon to be one of its substantial mainstays in the future. When racing affairs come completely into the hands of purely professional turfmen, as has too frequently happened in the past, then is apt to begin a process of disintegration that in the course of time is sure to bring more or less disaster upon the sport and all connected with it. As we have repeatedly had occasion to point out in our examination of the history of the American turf, this has, again and again, been a common experience in racing affairs.

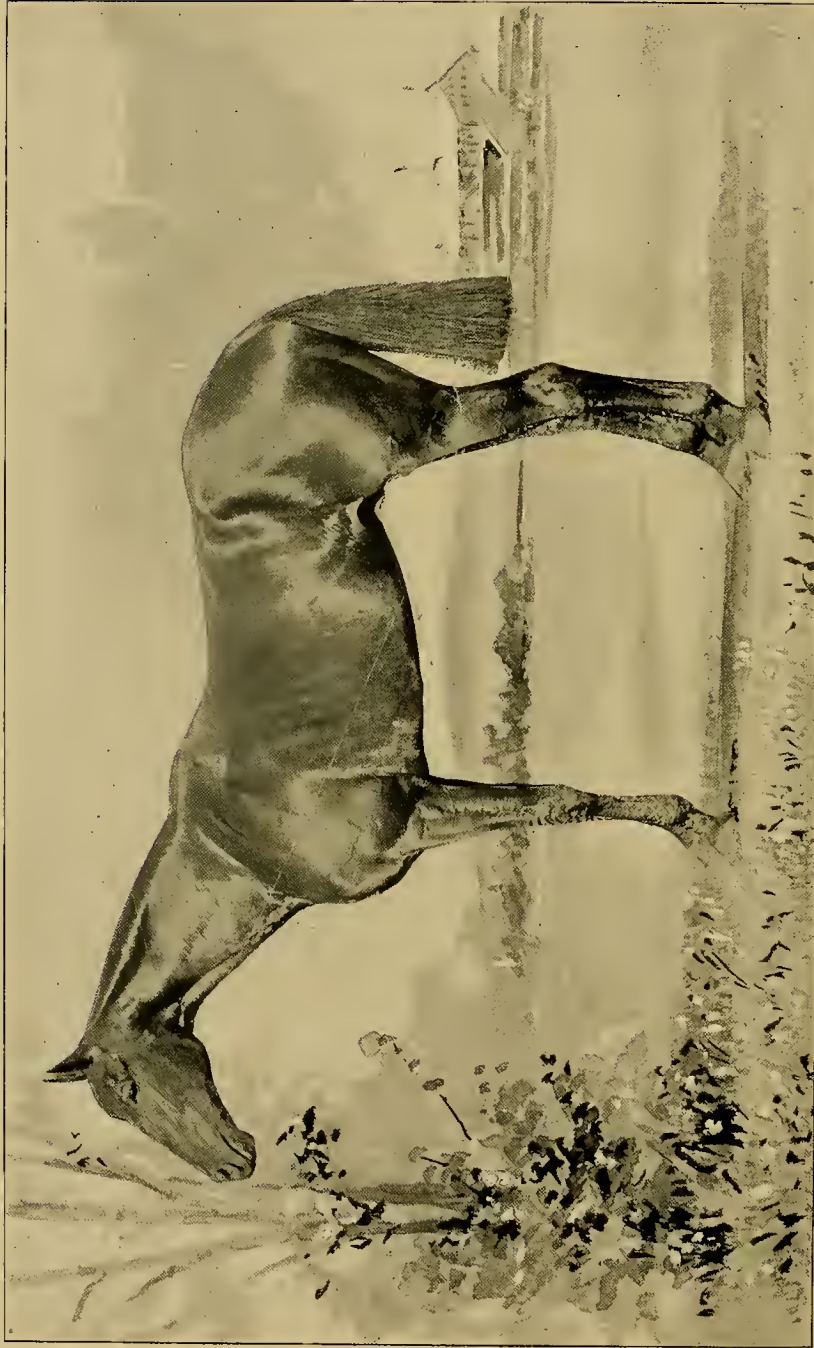
Without at all decrying the so-called professional element, or in any way underrating the very great and valuable work that it has done in developing and supporting the turf, it is impossible completely to close our eyes to the fact that the fullest prosperity of racing must be at all times dependent upon the association with it of gentlemen who are wholly disinterested turfmen, and are concerned only in maintaining the sport in the highest degree of respectability, with only secondary consideration of it as a personal business enterprise. It has been those who, possessed of a profound admiration and love for the thoroughbred, have given themselves over to the allurements of racing merely as a relaxation from business and from delight in the sport, that have ever exercised the most powerful and wholesome influences in working out the salvation of the turf, and making it not only the enjoyable but the altogether dignified and socially popular institution that it now is.

Prominent representatives of the class of racing men to whom we have just referred are Messrs. Bromley and Featherstone. Both gentlemen have long been associated with each other in business relations entirely disconnected with the turf. They were pioneers in the bicycle trade, which has attracted so many of our ablest business men in this generation. In this line they have been notably successful and enjoy a trade that extends throughout all the world. Their energy and capacity have brought to them the prosperity and the wealth that are the rewards of industry and enterprise, and has given them the means for indulgence in other occupations outside of that to which they have mainly devoted themselves. Feeling the necessity of more or less relief from exacting business affairs, they have taken up racing, principally for the pleasure that they find in it, rather than as a mere object of revenue. It is a side issue to their important business pursuits, but they have gone into it with an enthusiasm and a careful attention

to details that can scarcely fail to make it as profitable to them as it may be enjoyable. While they are in no sense engaged in racing merely for the money there may be in it, they hope, however, to win sufficient to demonstrate at least that their venture is successful. The only real test of the success of a racing stable is, after all, a monetary one. While the owner may, perhaps, be unconcerned for the amounts that he may win, he cannot be indifferent to the fact that if his horses do not win he can scarcely be regarded as a successful owner.

A laudable ambition for success and a desire to have his ability recognized must be controlling influences in directing the movements of every turfman, and for these reasons it is particularly gratifying to him when he is able to point to valuable stakes and purses that he has carried off, even though he may be in a large measure independent of the mere money considerations involved. Messrs. Bromley and Featherstone look at the matter in this light, and by liberal expenditure and the maintenance of a large and excellent establishment, are rightfully aiming for that distinction in turf affairs which is the gratification of every enthusiastic turfman and to which their energy and enthusiasm would seem to fully entitle them. The Bromley colors, canary, black cross sashes and cuffs, canary cap, black tassel, have been carried by many excellent performers, and are often seen at the head of the field in brilliant events.

For the season of 1898 the Bromley Stable has some thirty-six horses under the care of that admirable trainer, Mr. Julius Bauer. Several members of the string have already achieved reputation and are regarded as horses of the first class. They are valuable animals and have commanded high prices, but the question of price has never been a consideration with Bromley & Co. From the first they have aimed only to secure horses of good quality, let the cost be what it might. Their constant aim has been to own first-class performers. Their string includes such well tried runners as the eight-year old black horse, Nick by imported Mortemer out of Retribution; the six-year old bay, Free Advice by Leonatus out of Eva S.; the five-year old chestnut, First Mate by Fonso out of Shipmate; the five-year old brown Rondo by imported Pirate of Penzance out of Song; the five-year old bay, Semper Ego by Logic out of La Sylphide; the four-year old chestnut, Typhoon II., by Top Gallant out of Dolly Varden; the four-year old brown, Howard S. by Whistle Jacket out of Zelica; the four-year old chestnut, On Deck by Whistle Jacket out of Semper Paratus, and the four-year old chestnut, Orion by Han-over out of Blessing. Their three-year olds are the bay filly Kenmore Queen by Ben Strome out of Rose Leaf; the bay colt, Danforth by Duke of Montrose out of Bo Peep; the bay colt, Van Antwerp by Esher out of Reflection; the chestnut colt, Nuto by Masetto out of



BROWLEY & CO.

ON DECK

Ann McCoy; the chestnut colt, Prince Lee by Strathmore out of Bonnie Lee, and the bay filly Bonadea by Esher out of Sis O'Lee.

The stable also contains some promising two-year olds who come from distinguished ancestors and have in their veins some of the bluest blood known to the Stud Book. These youngsters, of whom good things may be reasonably expected, are the bay filly, Blaisedora by St. Blaise out of Fedora; the bay filly La Cheviot by Cheviot out of Elsie S.; the bay colt Oration by Cheviot out of Gold Basis; the bay colt Disturber by Exile out of Meddle; the bay colt Faustile by Exile out of Faust Rose; the black colt Kingrica by Kingstock out of Henrica; the chestnut colt Kinglete by Kingstock out of Complete; the black colt Kingmaker by Kingstock out of Fate; the chestnut colt Flying Scotchman by Macduff out of Lizzie C.; the bay colt Composer by Wagner out of Miss Barnes; the bay colt James Tod by Strathmore out of Colleen Rhue; the chestnut colt Falseban by Deceiver out of May Ban; the chestnut filly Onondaga's Pride by Onondaga out of Frederick's Pride; the bay filly Monletta by Duke of Montrose out of Burletta; the bay filly Anitra by Duke of Montrose out of Miss Mattie; the bay filly Nike by Duke of Montrose out of Virginity; the bay colt Rosebed by Duke of Montrose out of Violet; the bay filly Rose O'Lee by Duke of Montrose out of Sis O'Lee; the brown colt Anselm by Duke of Montrose out of Miss Longford, and the bay colt Andronicus by Strathmore out of Ovation.

Of the horses that Bromley & Co. have in training, Typhoon II. has had perhaps the most distinguished career. As a two-year old he stood with the best in the season of 1896. His winnings then were seven in number. He started in May by taking a four furlongs dash at St. Louis in 50 seconds, beating Kruna, Forsythe and others. At the same meeting he won a five furlongs dash in 1 minute, 5½ seconds, beating Goshen, Forsythe and others, and at St. Louis in June he won another five furlongs dash in 1 minute, 2¾ seconds, beating Buckvidere, Parthemax, Goshen, Lincoln and others. These early victories were little more than warming up affairs for him and he next won the Brewers' Handicap Sweepstakes at St. Louis, six furlongs, in 1 minute, 17¾ seconds, over a heavy track, beating Lincoln II., Buckvidere, Inca and Dare II., and carrying top weight, 118 pounds.

Still racing at St. Louis in August he won a six furlongs dash in 1 minute, 15 seconds, carrying top weight and beating Dare II., Zamar II. and others. Then he won the Fast Mail Purse, also at St. Louis, 5½ furlongs, in 1 minute, 9¾ seconds, carrying top weight, 121 pounds, defeating Gladys, Juanita, Forsythe and Groganette. Coming East he won the Golden Rod Stakes at Sheepshead Bay in August, 7 furlongs, in 1 minute,

28 seconds, beating Princess Flavia and Burlesque, carrying top weight and winning easily by 1½ lengths. At Morris Park in October he won the Westchester High Weight Handicap, 6½ furlongs, in 1 minute, 22 seconds, winning in a drive by a head and defeating Brandywine, George Rose, Storm King, Goshen and Hawarden. His supreme distinction in 1897 was winning the Kentucky Derby, 1¼ miles, in 2 minutes, 12½ seconds, beating Ornament, Dr. Catlett, Dr. Sheppard, Goshen and Ben Brown. His other victories that year were a 1 mile race at Memphis in 1 minute, 43 seconds; the Luehrmann Hotel Stakes at Memphis, 1 mile, in 1 minute, 42¼ seconds; the Peabody Hotel Handicap at Memphis, 1½ miles, in 1 minute, 56 seconds; the Memorial Handicap Sweepstakes at St. Louis, 1½ miles, in 1 minute, 56 seconds; the Club Members' Handicap at St. Louis, 1¼ miles, in 2 minutes, 7½ seconds, and a ¾ mile race in 1 minute, 15¼ seconds. And in the season of 1898 he is still adding victories to his credit.

Nick was an excellent two-year old. His earliest achievement that year was winning a ¾ mile race at Guttenberg in 36¼ seconds, which he followed up by winning a ½ mile race at the same place in 49¼ seconds. At Saratoga in July he repeated his half mile record at 49¼ seconds, when he won the Flash Stakes, defeating Postmaster, Kentucky Lady and others. At Saratoga he was also successful in winning a ⅝ mile race in 1 minute, 2 seconds, and a ¾ mile race in 1 minute, 16 seconds, and a 6½ furlongs race in 1 minute, 23 seconds, on which occasion carrying top weight, 107 pounds, he beat Elk Knight, Pat Malloy, Jr., Rey del Mar and others. In his aged form he has shown himself possessed of sterling good qualities.

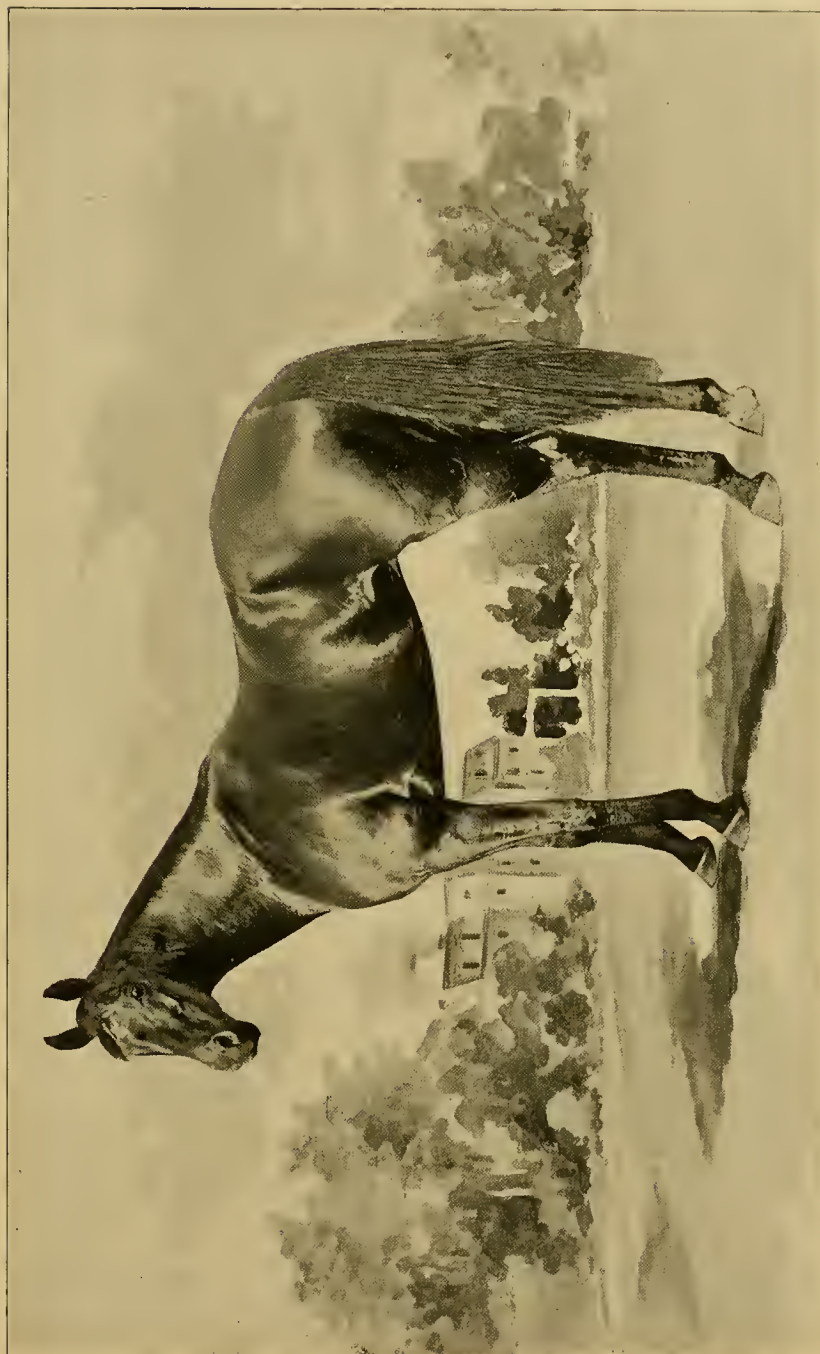
First Mate has many good winning events to his credit. In 1895, at Latonia, he carried off the Maiden Stakes, covering the distance, ⅝ mile, in 1 minute, 3 seconds. In 1896, at Latonia, he won a Free Handicap, 7 furlongs, in 1 minute, 33¼ seconds, beating Sir Vassar, Governor Boies, Howard Mann and others; won the Himyar Stakes, 1½ miles, in 1 minute, 54¾ seconds, beating Ramiro, Ben Holladay and others; won the Milldale Stakes, 6 furlongs, in 1 minute, 15¼ seconds, and a 1½ mile handicap in 1 minute, 57 seconds.

With the many good horses now in their string, Messrs. Bromley & Featherstone are likely to be powerful factors in racing affairs in the immediate present. In fact, their presence has already made itself felt in a very decided manner at all the important meetings. Moreover, the influence of such gentlemen in connection with racing is of the most healthful and stimulating character. It creates interest among outsiders and every lover of the turf will rejoice if the sport shall have the good fortune to receive into its ranks many other gentlemen of similar character and of like enterprise.



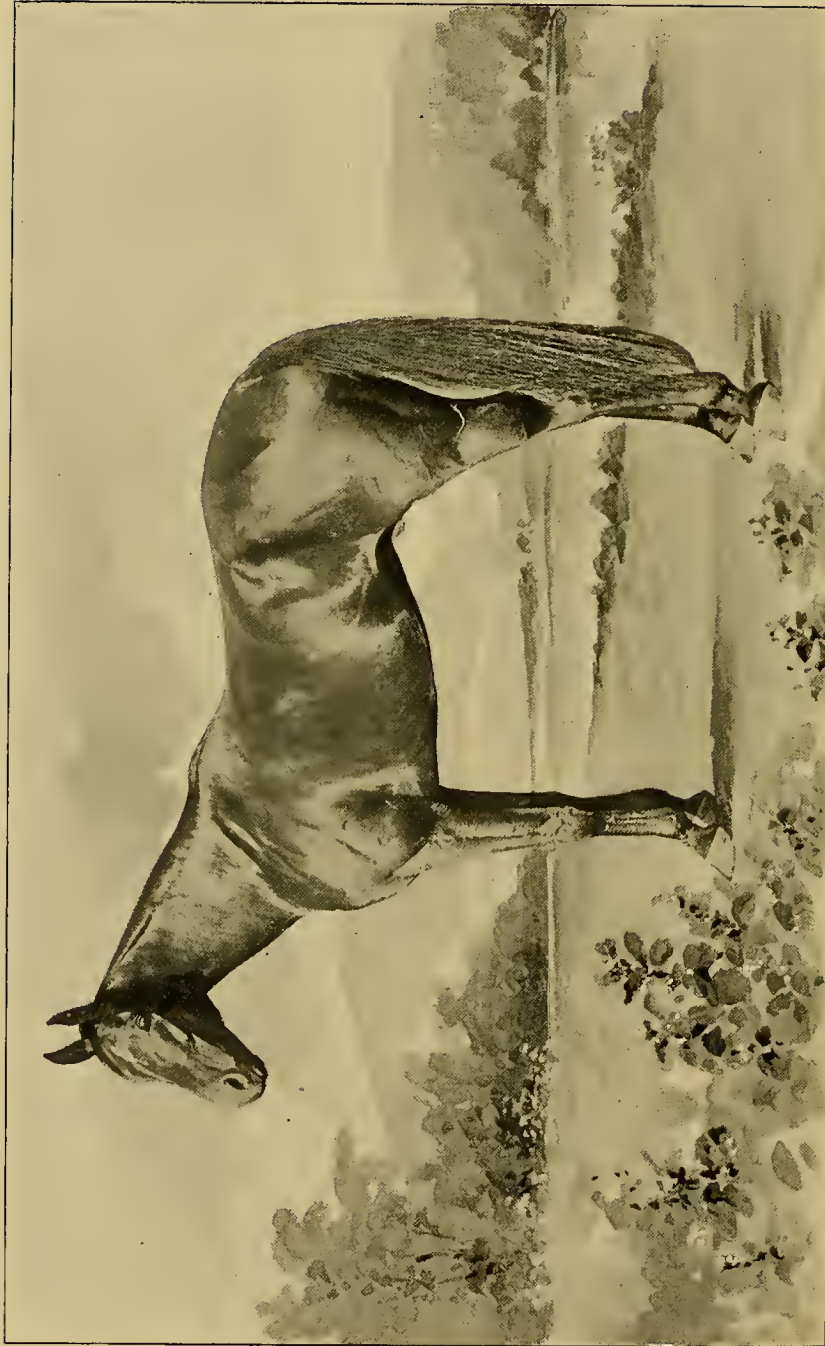
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TYPHOON II



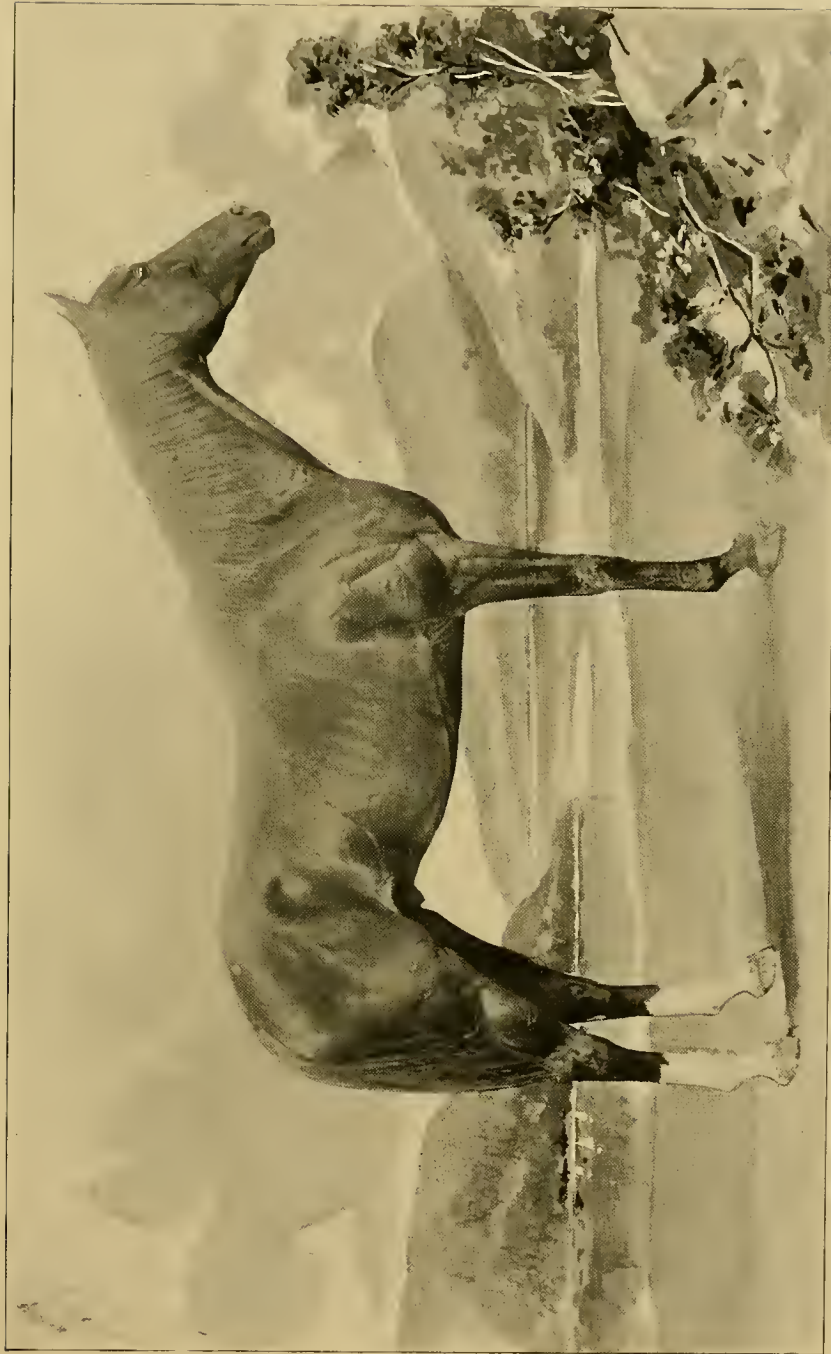
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NICK



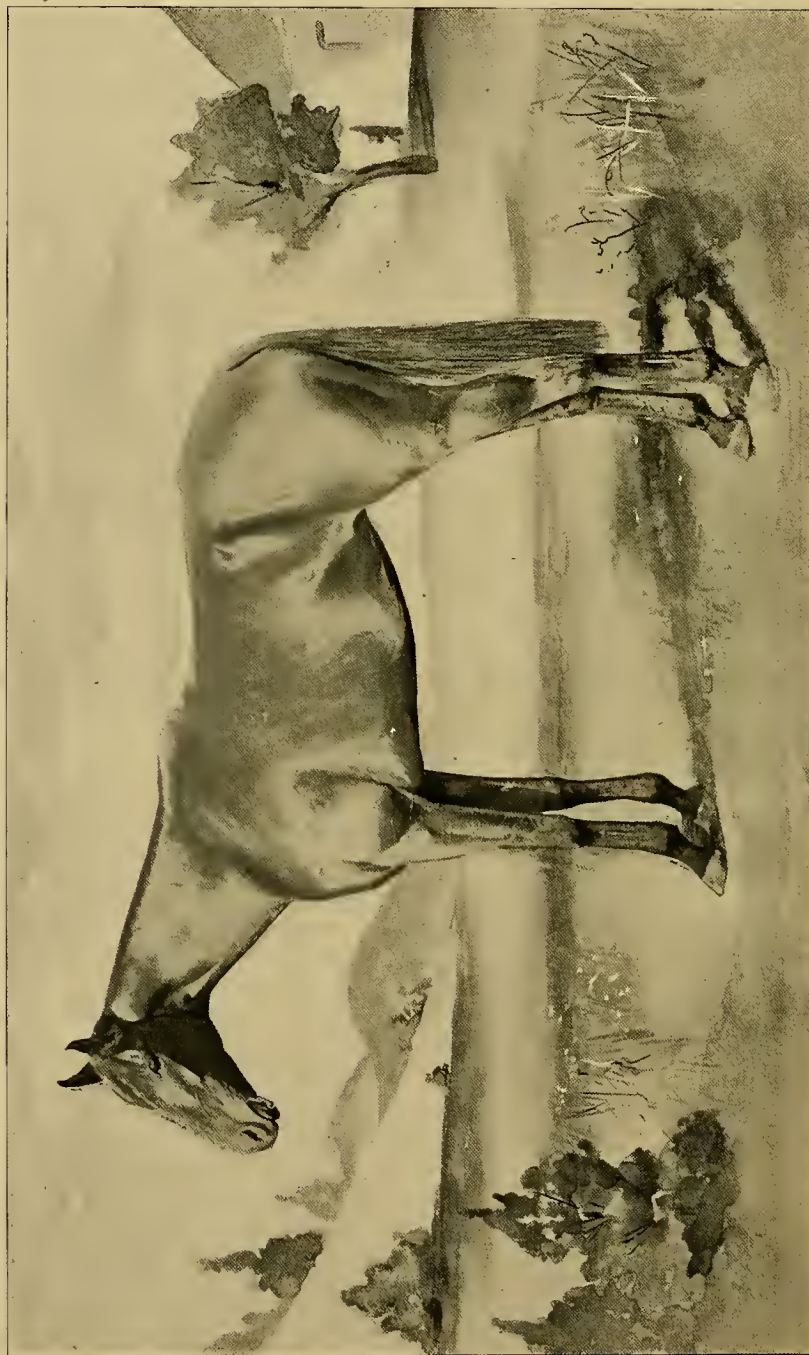
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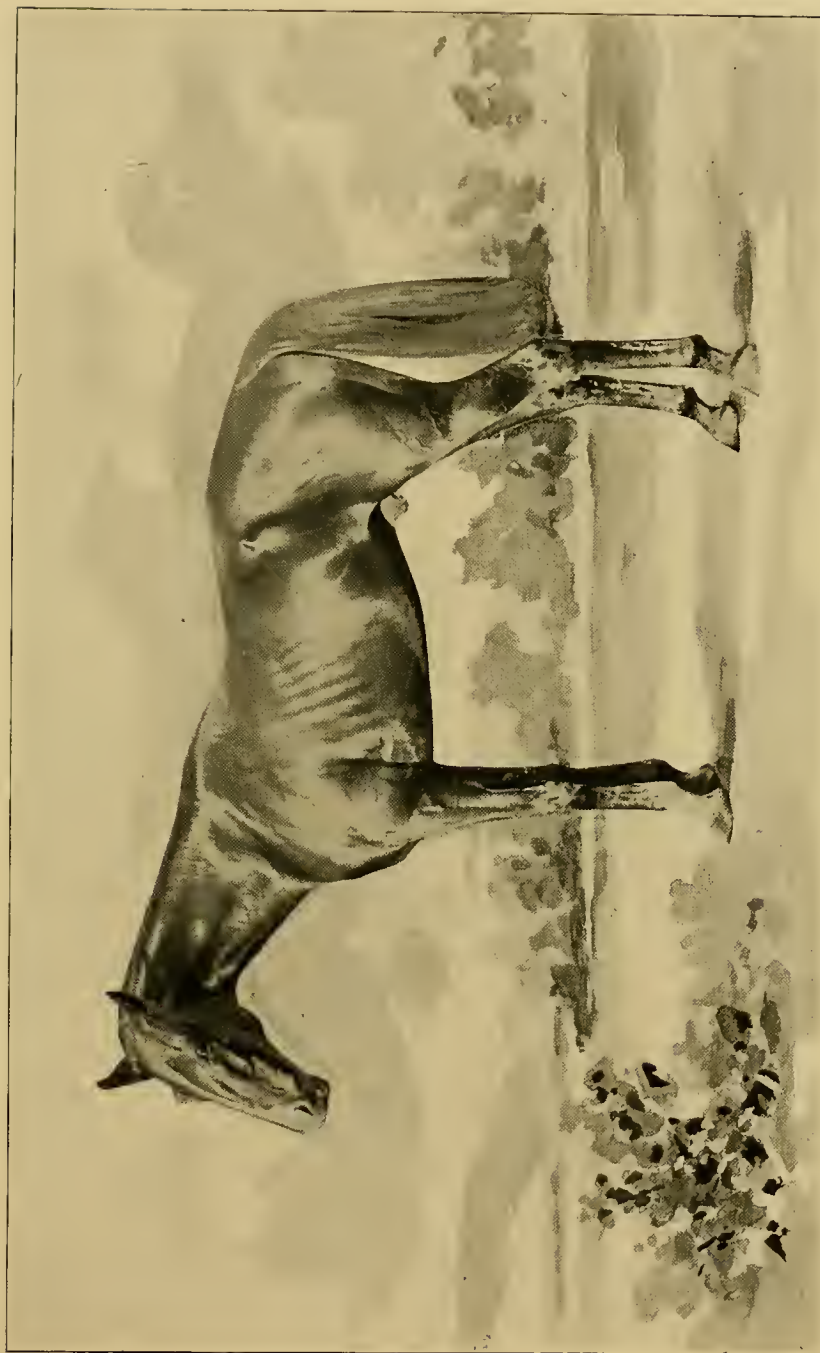
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FIRST MATE



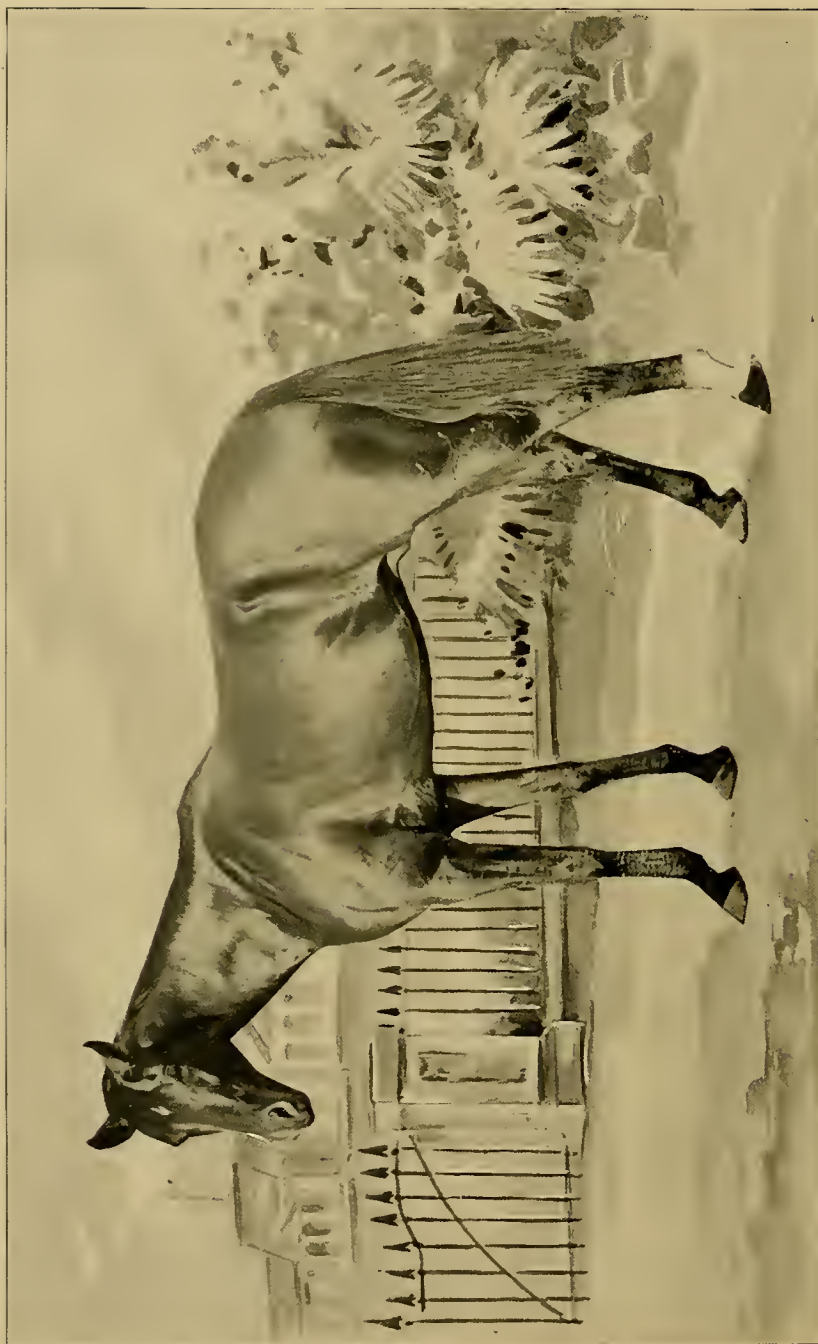
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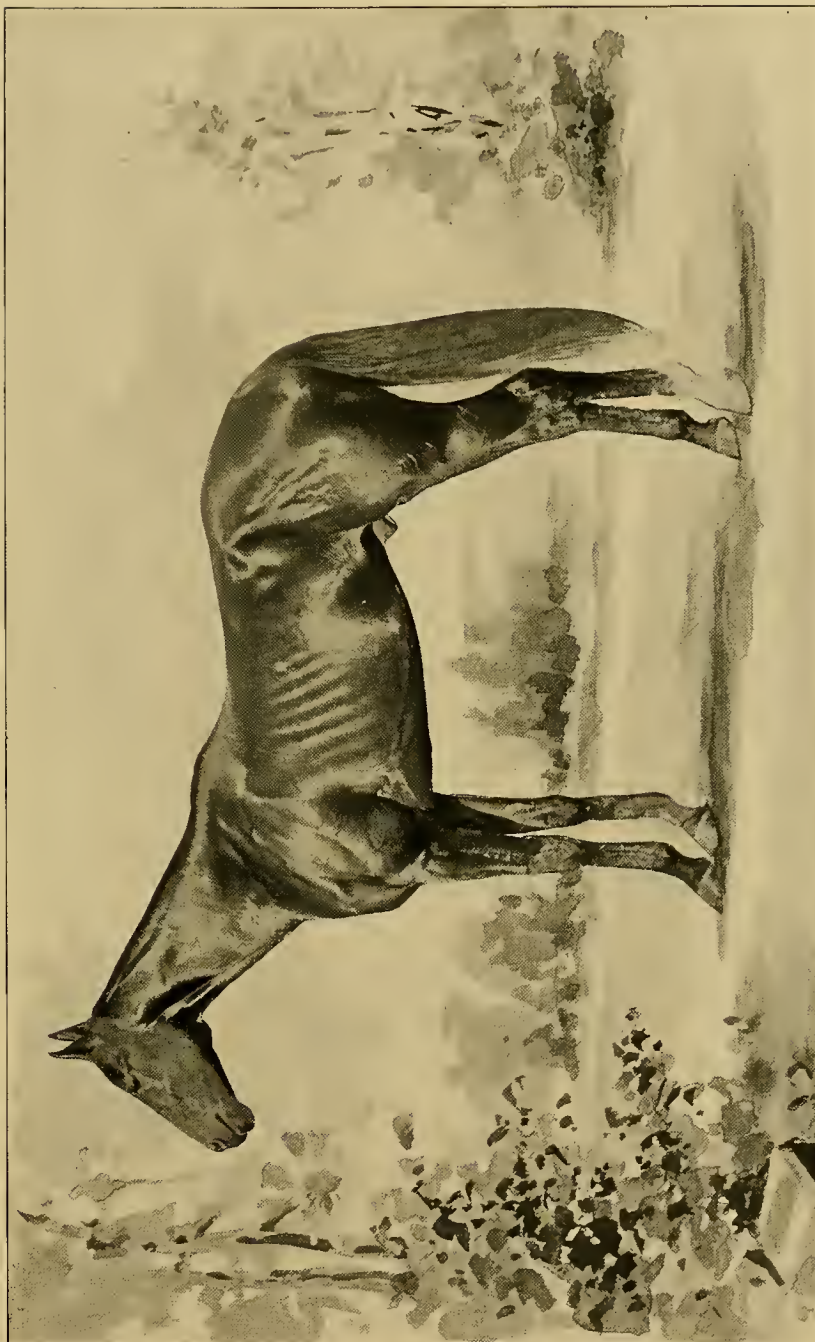
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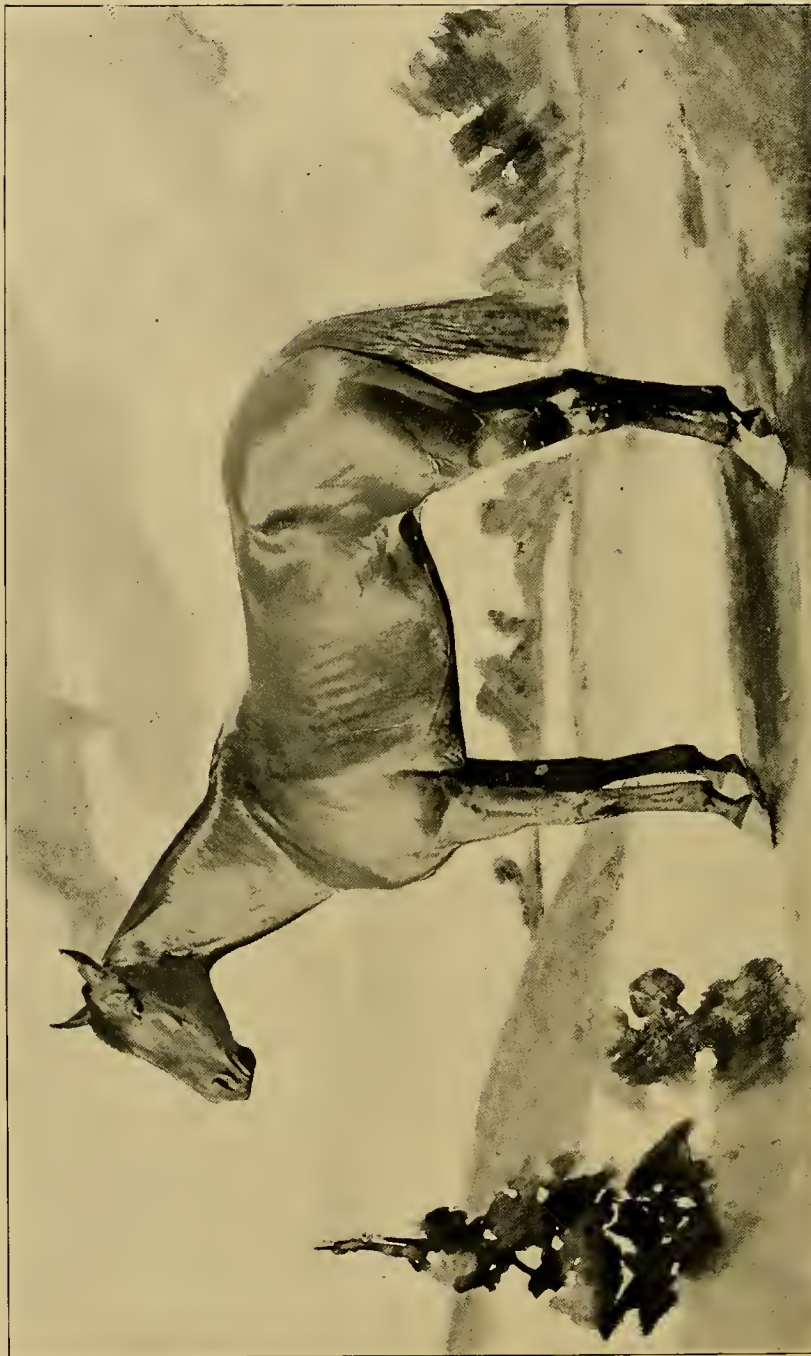
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HOWARD S.

Stirring incidents have never been lacking in the history of the turf or in the careers of its leading representatives. Whether we consider the performances of the thoroughbreds, or refer to the activities of the gentlemen who have bred and run them, or who have maintained other relations with the race course, the story is full of interesting episodes. Some of the most notable events ever recorded in the history of this country have been connected with the race course and the careers, not only of the great race horses but also of the great turfmen, have often had all the fascination of a brilliant romance.

Among the thousands who have been most conspicuously identified with racing matters in this generation no one, perhaps, has come more prominently to public attention than Mr. George E. Smith, who is recognized far and wide under the name of "Pittsburg Phil." His experiences have, to a remarkable degree, constituted one of the most romantic sides to racing affairs in this generation. Could his biography be recounted in full, it would be most interesting reading, and full of suggestiveness as illustrating the opportunities that the turf affords to a young man of capacity and dash.

That his career has been much out of the common, and fully worthy of the exceptional attention that has been given to it, scarcely need be said. In a little more than fourteen years he has risen from a comparatively humble station in life to a position of unquestioned prominence and influence in racing circles. During this brief period he has become one of those gentlemen connected with racing in the United States who are known throughout the country. This has been a remarkable achievement for more reasons than one. The majority of men who are identified with racing interests are rarely heard of outside of racing circles. Here and there one appears, who stands out from the ranks of his associates with unusual prominence. Something exceptional in the individual is necessary to the attainment of this result, and it is for this very reason that the career and operations of a man like Mr. Smith are justly regarded as of special value.

Mr. Smith is a native of Pennsylvania, having been born at Sewickly in the Keystone State, July 13, 1862. When he was a mere infant his father died, and as a result, he was deprived of many of the advantages which most boys enjoy. Early thrown upon his own resources and with the full knowledge that he had his own way to make in the world, at the age of thirteen, he started out to seek employment in Pittsburg, which city is about twenty-five miles distant from his native place. There he began life, being employed in a large industrial establishment. He was only able to command two dollars and a half a week when he first began to work, but the meagreness of that pittance did not discourage him.

Manfully he stuck to his work, his sturdiness and faithfulness, as well as his intelligence, constantly winning for him the approval of his employers and with this came frequent advancements with increase of salary. Finally he attained to the proud position of holding a place that yielded him twelve dollars a week. Even this was a sufficiently meagre income, but with it he not only supported himself, but also aided in caring for his mother and sisters. As an illustration of his thoughtful attention to the members of his family it is pleasant to record in this connection that when prosperity finally dawned upon him, his first thoughts were for his mother. He provided her with an elegant home, and the ability to do this undoubtedly gave him one of the greatest pleasures that he has ever known.

Scarcely fifteen years have passed since Mr. Smith first became interested in racing. It was almost by accident that he was attracted to this sport, and that his judgment upon the capabilities of horses had the first opportunity to assert itself. He had never given more than passing attention to racing affairs and probably had scarcely dreamed that therein was the field in which his phenomenal career was to be developed. He was in the habit of visiting the local pool rooms in Pittsburg to bet on baseball matches and incidentally learned the names of horses running in different parts of the country. After a time he turned his attention to horses, and displayed from the first a degree of good judgment that resulted in his winning considerable money. In fact, what appeared to others to be his good luck was so marked that some frequenters of the betting establishment followed him to such an extent that he was unable to obtain fair odds.

By this time he had attracted the notice of a gentleman conversant with racing matters, who persuaded him that his opportunities would be much greater at the tracks, and he accordingly made a trip to Louisville, where he saw the Kentucky Derby run. Financially this experience was a success, and he returned to Pittsburg only to leave in a few days for Chicago, where, after a further brief and, on the whole, gratifying experience, he concluded to remain. Thus began a permanent connection with the turf, which has since been his vocation.

The prevalent idea that permanently successful betting upon horses is a mere matter of chance has, of course, no foundation in fact. If demonstration of its falsity were needed it could be supplied by the circumstances connected with Mr. Smith's career. His theory from the outset has been to look back at the previous form displayed by a given animal, and to determine as accurately as possible to what class it belongs. Then, judging its appearance in the preliminary gallop, he ascertains the odds quoted against his selection, and if they are fair he bets heavily and without hesitation. He possesses, it is



GEORGE E. SMITH

needless to say, marked rapidity of perception and confidence in himself, and backs his own judgment, so that his winnings are both rapid and large to an extent that have made him a figure of the utmost prominence in the contemporary turf.

Passing three years in Chicago, during which his judgment became matured and his experience with horses and racing in general greatly widened, he gained more than a local reputation. In fact, the betting men of that city became virtually afraid to measure conclusions with him, some of them going so far as to refuse his money when offered on a horse. This, with changes in the betting laws affecting the Illinois tracks, induced him to come to the East, where from the outset he was successful, attracting great attention by one of the peculiarities of his method, that of laying large sums upon what are termed "long shots," placing heavier amounts upon them than on even money favorites. In fact, throughout his career he has been the admiration and envy of the betting fraternity, members of which have endeavored vainly to copy the persistence, judgment and good fortune with which he pursues this branch of the sport. In only one season since his debut, that of 1896, has he failed to show a balance to the credit side of the account, and in the year just mentioned his losses, some \$80,000 in amount, included all the expenses of his racing establishment.

A few of the many notable examples of Mr. Smith's style of betting may be given here. In one race he won \$78,000 on King Cadmus. On Parvenue in one race he won \$44,000, and on this occasion would have won \$150,000 but for the fact that a mistake had been made in the entry of Dagonet for the race; the first betting being declared off. On all Parvenue's races he won \$130,000. On Sir Walter, in the Brooklyn Handicap, he won \$36,600, and on Wernberg, \$36,000 in two races. In a single season it is estimated that he has wagered no less than \$2,500,000, or at the rate of about \$100,000 per week, while he has frequently won or lost daily sums aggregating over \$35,000.

Betting is, however, but one element in Mr. Smith's interests in the running turf. He adheres to eminently conservative views in relation to the general conduct of racing, agreeing with the authorities who contend that it is a sport for rich men. His stable has included some horses of high reputation, including Parvenue, King Cadmus, Applause, Sweet Faverdale, Ed Kearney, Candellabra, Wernberg, Belmar, Rubicon, The Winner, Belvedere, Hamilton II., Howard Mann, Defargilla, Kern and others.

Nearly all of those who have just been mentioned have proved faithful and consistent performers and have won for their owner many thousands of dollars. It must be noted, however, especially as showing how, in spite of

the utmost care and liberal expenditure uncertainty exists in racing, that Defargilla was considerable of a disappointment to her owner and lost for him \$110,000. On the other hand he has had many and substantial encouragements in his career as a racing man. Perhaps his winning of the Brooklyn Handicap with Howard Mann in 1897 gave him as much satisfaction as anything that had ever occurred in his career. It had long been his ambition to win one of the great events of the American turf and his pleasure was complete when Howard Mann came in four lengths ahead of Lakeshore with Handspring, Sir Walter, Ben Eder, Volley and others in the field. At the same meeting Howard Mann won for him the Parkway Handicap, beating such good ones as Roundsman, Brandywine, Arabian, Lehman, Harry Reed and Sunny Slope. In 1897 also, Belmar won for him the Ocean Handicap, traveling the one mile in 1 minute, 41 seconds, beating such good ones as Hastings, Rondo, Tom Cromwell and others.

On the whole his stable has been remarkably successful and it is an interesting fact that his horses have won proportionately more races in which they started than those of any other owner on the turf. One thing that has been instrumental in bringing about this result is undoubtedly Mr. Smith's generous manner in dealing with his stable. In the care of his horses, his expenditures are uniformly at a high figure. Few, if any establishments, of the kind are maintained more generously or incur greater expenditures in proportion to the number of horses which they contain. He believes in paying good salaries to his employees and thus has been able to secure and retain the best men in his service. His horses are trained by his brother, Mr. William C. Smith. For the season of 1898 he has in training the six-year old Belmar, the five-year old The Winner, and Ahom, a promising two-year old brown colt by Sir Dixon out of Roseville. His racing colors are purple with canary cap.

While success such as Mr. Smith has achieved, naturally could not fail to arouse envy in some quarters, the esteem in which he is held by the turf world at large is not the smallest tribute to the genuine worth of his character and the modesty with which his prosperity is borne. At no period of his career has his integrity been questioned, nor has there ever been a breath of scandal connected with his relations to the turf. On principle he abstains from stimulants and tobacco, and though retiring in disposition, is noted for his personal kindness and the charity which prompts him to assist others where there can be no chance of repayment. He has been prudent with his fortune, and besides providing for members of his family has invested extensively in real estate in Pittsburg, and in other securities. He resides quietly in New York, and has taken several trips to Europe in search of rest and recreation.



GEORGE E. SMITH

BELMAR



GEORGE E. SMITH

THE WINNER

After racing with a success that bid fair to place his stable in the forefront of our leading owners, Colonel Jacob Ruppert, Jr., decided to sell his horses, though to the satisfaction of all friends of the sport, he still retains a warm interest in it. Colonel Ruppert is one of the most widely known and respected citizens of New York. Identified with large brewing and other interests, the necessity of giving attention to his property and business concerns have been responsible for his relinquishing an active participation in racing. He is a prominent figure in the social world of New York, being a member of many clubs and societies, a supporter of charitable institutions and a patron of the fine arts and music. He was born in New York City, August 5, 1867.

The taste of Colonel Ruppert for racing was the growth of years of experience with horses. Owning many fine animals for driving or riding, he naturally became in time a lover of the thoroughbred and of the turf, and in 1891 became active in the sport, the formation of his celebrated stable having commenced in the autumn of that year. He purchased several horses, paying high prices and selecting animals whose pedigrees gave assurances that they would develop into meritorious performers. The breeding establishments of the country were searched for likely recruits, and the owner of the new stable showed no narrow spirit in making his choice, but impartially drafted into his string representatives of many different strains of thoroughbred blood. In a majority of instances he was successful, many of his young horses becoming noted performers.

Among the sons and daughters of famous sires and

dams who were included in the stable were Ajax, Counter Tenor, Gotham, Manchester, Sport, Chattanooga, Longdale and The Manxman, all of whom were frequent winners. Bamberg, Barine, Barytone II., Briewood, Dare All, Favara, Irvington, Sandnymph, Mya, Nihilist, Pequod, Stockbridge, Tanis, Tappaw and Windemere were also among the aggregation, though he raced but few of them, and all were sold when he decided to retire from racing, in 1895. He, however, retained Concord (a full brother to Tyro) by Longfellow out of Leonora Morris and Eastertide by Lisbon out of Easterday.

The members of this string which found most favor in Colonel Ruppert's eyes were Counter Tenor and Gotham, whom he believed to be among the fastest horses in the world and in fact refused an offer of \$60,000 for the pair. He also paid \$30,000 for St. Domingo as a yearling, but the youngster justified neither his lineage nor his cost, being a practical failure. Ajax, however, was a speedy animal and placed many races to his credit. His winnings, including 1896, reached a total of \$36,000.

Colonel Ruppert during his turf career was liberal with his employees and popular alike with the officials and the public. His horses were trained by Messrs.

William Huston, John Campbell and William Lakeland. The latter retained charge of Concord and Eastertide after the Colonel's retirement, which was sincerely regretted as a loss to honorable sport and correct methods. Among the turf organizations with which Colonel Ruppert is connected are the Coney Island and the Brooklyn Jockey Clubs and the Suburban Riding and Driving Association.



JACOB RUPPERT, JR.

No American horseman of the present day has more reason to be proud of the part he has played in the history of the turf than Mr. Matthew Byrnes. Successful as a jockey in his early years, he then became, and has since remained, one of the foremost of trainers, and has prepared many of the best animals that ever graced the turf with their victories. Mr. Byrnes was born in 1854 and, coming to America while yet very young, has spent the greater part of his life in the vicinity of New York.

The initial step in his career on the turf was taken when he entered the stable of Mr. James Bevins, of Long Island, where he remained one year, engaging then with Major Bacon, whom he left the following season to enter the service of Mr. Wyndham Walden, the veteran trainer. The Hon. August Belmont was Mr. Byrnes' next employer, with whom he remained seven years. His career in the saddle was soon brought to an end, however, as he developed in age and in weight. He then purchased for his own account several horses, among them Venango, Nettie B., King B., Saunterer, and a number of others, which he raced through the Eastern and Middle States with fair success. Subsequently he trained the thoroughbreds of Mr. Lyme Hitchcock, of Boston, among them being such useful horses as Limestone,

Quito and Galway. Soon afterward he joined Mr. Jacob Pincus in charge of Mr. William Astor's horses, and then as first assistant trainer to Mr. Pincus, became attached to the stable of Mr. Pierre Lorillard.

When Mr. Lorillard made his famous campaign in Europe he took Mr. Pincus with him. Mr. Byrnes was offered the honor of becoming trainer for those of Mr. Lorillard's horses that remained on this side of the ocean, but he declined in favor of Anthony Taylor,

with whom he remained as foreman. At the end of six months, however, he was induced to take charge of the stable in which Mr. Lorillard had such well known performers as Parole, Wyoming, Hiwassee, Aranza, Barrett, Wanda, Dew Drop, Pontiac and Drake Carter. During five years he remained with the Rancocas Stable, and when that was finally disposed of he trained such horses as the Dwyer Brothers purchased at Mr. Lorillard's sale. In securing Dew Drop and

Pontiac, together with the services of Mr. Byrnes, the Dwyers placed their fortunes in connection with racing upon a firm foundation. A year was spent in the employ of the Dwyer Brothers, and then Mr. Byrnes accepted a position with Mr. J. B. Haggin, with whom he remained until Mr. Haggin retired from racing. It was for Mr. Haggin that he trained some of the greatest race horses America ever possessed, among them being those remarkable animals, Salvator and Firenze.

Next, Mr. Byrnes was attached to the establishment of Mr. Marcus Daly, of the Bitter Root Stock Farm. There he handled the famous horses that have been identified with Mr. Daly's racing colors. Several years ago, Mr. Byrnes purchased a farm at Eatontown, N. J., opposite the Monmouth Park track. It is known as the Chestnut Hill Farm.

and its owner, at an expenditure of \$50,000, has made it a complete breeding establishment.

Mr. Byrnes' career as a trainer has been rounded out with all that could be asked for in the shape of success. Besides this, his own horses have been prominent on the turf, among them having been George Kessler, a son of Salvator and Miss Woodford; and Salvado, a son of Salvator and Orion. His name will go down to posterity as one of the greatest trainers of the day.



MATTHEW BYRNES

One of the real old-timers of the American turf is Mr. Green B. Morris. Probably few American turfmen now living have handled a greater number of first class horses. Mr. Morris was born in Madison, Miss., in 1837. When he was a mere child his father removed to White River, Mo., where he was brought up. At the age of fourteen he left home and engaged in driving a cattle train across the plains to California, and in the Golden State he engaged in mining and afterward in agricultural pursuits. During the last year of the Civil War he started East again, buying and selling horses and finally entered the racing field in Missouri and Texas.

His success was considerable from the outset, and he was soon able to come North and take part in the meetings in and around New York. From that time on he has raced regularly at all the important courses in the country. For some years he was in partnership with Mr. James Patton, and that reliable horse, Bill Dillon, whom he purchased from Mr. Patton, was the first to bring success to him. After the dissolution of that partnership he engaged in racing independently.

Some of the most famous horses ever known to the American turf have been owned and run by Mr. Morris at some period in their career. Among them have been Judge Morrow, the winner of the Brooklyn Handicap; Sir Dixon, Strathmeath, Tipstaff, Drake Carter, Rex, Gold Bug, Duke of Kent, Fellowplay, Knight Templar, and numerous others of equal distinction. Although his turf career has never been of a sensational character, there have been many years when he has been ranked high up on the list of winning owners. He has been conspicuously a representative of a class of hard working, practical racing men, who have done as

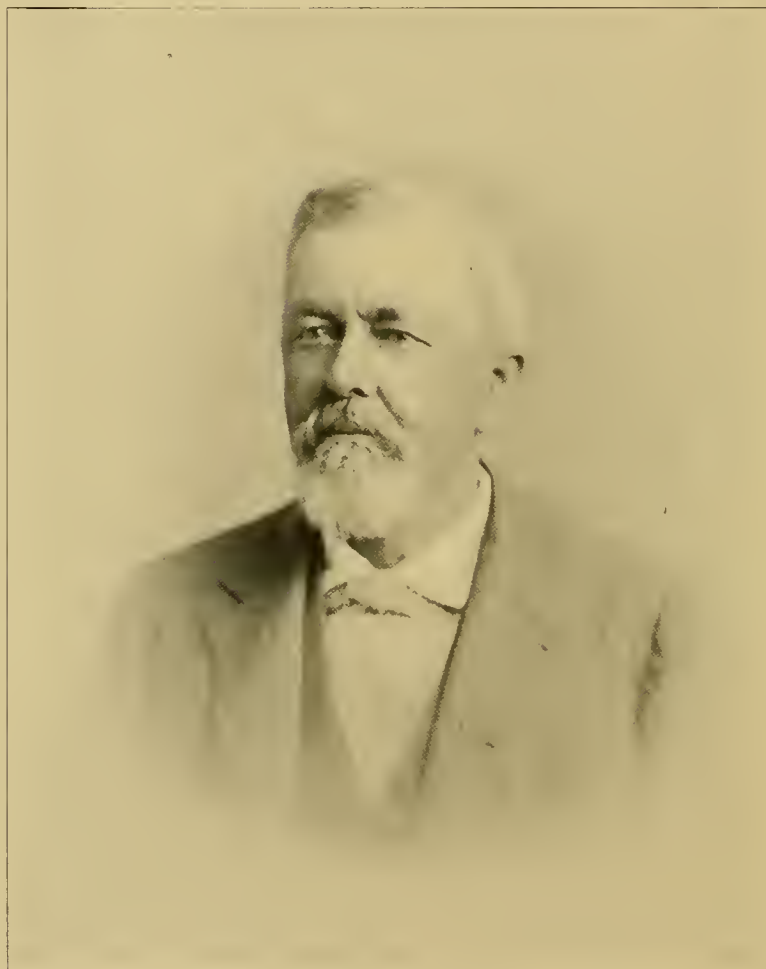
much as any of their associates to develop and improve the sport.

A notable example of Mr. Morris' skill was Star Ruby. This horse he took charge of for Mr. J. B. Haggin, and developed him into a great racer. Star Ruby could travel almost any distance. He won the Thornton Stakes in California in 1896, the time, 7 minutes, $23\frac{3}{4}$ seconds, being one of the sensational features of that season.

In recent years the principal horses that Mr. Morris has run have been Lobengula, Sallie Clicquot, Sir Dick, Sandowne and others.

With Lobengula, in 1897, he won many good races. At the Fort Erie, Ont., Course he won a one-mile event in 1 minute, $42\frac{1}{2}$ seconds, and a $1\frac{1}{16}$ mile in 1 minute, $47\frac{3}{4}$ seconds. At Morris Park, at the November meeting, he ran $1\frac{1}{8}$ miles over the hill in 1 minute, 55 seconds, beating Ben Eder and other fair horses. Sallie Clicquot, by Salvator out of the Widow Clicquot, was also a good winner in 1897.

For the season of 1898, Mr. Morris has had in training Sir Dick by Sir Dixon out of Fauna; the bay colt Fresmar by Frenso out of Martine; the brown colt Tyrba by Tyrant out of Baby; the chestnut colt Tyrshena by Tyrant out of Shena Van; the chestnut colt Isling-



GREEN B. MORRIS

tem by Islington out of Temascal, and the bay colt July Gip by July out of Gipsy. These are all two-year olds, except Sir Dick, who is three years old. During his long career, Mr. Morris has raised trainers and jockeys, as well as horses. He has been skillful in instructing some of the boys and men who in subsequent years have achieved reputation in connection with racing. Among them have been Jim Harris, Ed Heffner, Bob Tucker, Willie Martin, Cad Dogget and many others,

One of the most popular trainers in America is Mr. Andrew J. Joyner or "Jack" Joyner, as he is known all over the country. He has been identified with racing, and with thoroughbreds, from the time that he was a mere lad. He served his apprenticeship for several years with Mr. William Wyche, one of the most successful old-time trainers, but now long since passed away. In 1878, he appeared upon the turf with the mare Annie G., and with her he beat the bushes of the two Carolinas, carrying off many prizes at the county fairs. For four years, beginning with

1879, he was foreman for Mr. W. P. Burch. In the stable of that turfman were such good performers as Governor Hampton, Colonel Sprague, Helen Wallace, Decoy Duck, Mittie B., Burch and others. The success of these horses was in the largest measure due to Mr. Joyner's skill in handling them. After leaving Mr. Burch, he was engaged in training for Davis & Hall until 1889. The horses that were under his charge were invariably brought to the post in the pink of condition, and a generous share of the good things of the race meetings fell to them. When Messrs. Davis & Hall retired, Mr. Joyner made a venture on his own account. He bought several good horses, among them that excellent winner Chesapeake, and his colors flashed to the front in many a close finish. Subsequently, he opened

a public training stable, where he handled his own horses and also several for Messrs. August Belmont and J. E. McDonald. His success was of such a decided character that Mr. Belmont signed a contract with him to train for the Belmont Stable, and he remained there until the close of the season of 1895. During the last year of his connection with Mr. Belmont, the horses trained by him were returned winners on over forty different occasions.

Perhaps nothing has, in his long career, given Mr. Joyner more satisfaction than his success with Oriflamme. Mr. James G. Rowe had given Oriflamme to Mr. T. B. Davis for stud purposes, it being supposed that the horse was broken down. When Mr. Joyner started South with him he was very lame, but when he landed at Washington, strange to say, he was apparently sound, and Mr. Davis was persuaded by Mr. Joyner to have him trained for another year. The plan was most successful, as the turf world well knows, for after Mr.

Joyner had brought Oriflamme into condition he beat all the best horses he met, including Firenze in the Fordham Handicap, and he ran unplaced only once in seventeen starts.

Recently, Mr. Joyner has had in his stable the horses of Messrs. David Gideon, W. A. Chanler and Oliver H. P. Belmont. The Gideon horses that he has brought to notable victories are Leedsville by Pontiac out of The Squaw; Philip by imported Rayon D'Or out of Carrie Phillips; Frohman by Himyar out of Jewel Ban; Wasteful by Knight of Ellerslie out of Squander; Katisha by imported Darebin out of Yum Yum; Touraine by Himyar out of Lady Agnes; and Jack Point by Sir Dixon out of Merry Maiden.

The horses which Mr. Joyner owns are Hermann the Great by Stratford out of Covee; Autumn by Uncas out of



ANDREW J. JOYNER

Meadowvale; Mr. Clay by imported Darebin out of Miss Clay; Menu by imported Darebin out of Cuisine; Sagasta by Hayden Edwards; Ninety Cents by imported Sir Modred; Mail Bag by Kinglike and King's Pride by Prestonpans. The name of Joyner has always been inseparably connected with the best interests of his employers. His talent and devotion to the turf give him a fixed place among America's great trainers.

Prominent among the trainers of American thoroughbreds is Mr. Frank McCabe, many years identified with the red, blue sash colors, of Dwyer Bros.' Stable. Mr. McCabe was born at Paterson, N. J., March 15, 1859, and as a boy entered the stable of Col. McDaniel at Secaucus, N. J., where he was employed exercising horses belonging to that gentleman, with whom he remained eight years. Then he engaged with a Canadian owner, Mr. Valentine, with whom he had the usual preliminary training, and acquired a firm understanding of all details connected with the management and preparation of horses for the track.

During his stay with Mr. Valentine he acquired some means and after five years of service he branched out as an owner and trainer, buying several horses, among them being Ascot and Flavia. After two or three years' ownership he disposed of his stable and then entered upon an engagement which resulted in making him foremost as a trainer of thoroughbreds.

At the time Mr. James G. Rowe was in charge of Dwyer Bros.' horses, McCabe was employed to assist him, which position he retained until Mr. Rowe severed his connection with the stable; then he was put in sole charge of the entire string.

Previous to his engagement with the Dwyer Bros., McCabe had ridden some of America's famous thoroughbreds. Among others was Joe Daniels, winner of the sixth Belmont, and a horse that had shown as high form as any two-year old of his day. Stockwood, reared in Kentucky, was another of McCabe's mounts. He was owned by Mr. Daniel Swigert and was at one time considered an excellent horse. Hubbard, Sue Rider, Ocleope, and many others were also piloted in their races by McCabe.

Finally, however, like many other jockeys, he began to take on flesh beyond the possibility of reducing to light weight and was forced to abandon the saddle.

Naturally the step from being a jockey to becoming a trainer was easy to take, and for years past Mr. McCabe has given his entire attention to this branch of horse racing. During his career as trainer he has been pre-eminently successful in bringing to the post those noted turf wonders whose names, so brilliantly and imperish-

ably connected with the Dwyer Brothers, will be readily and agreeably recalled. Many of them will figure most conspicuously in the history of America's greatest thoroughbreds of this or of any other period and it has been in no small measure due to Mr. McCabe's skill that they were able to win some of the greatest prizes known to the contemporaneous turf.

When the Dwyer Brothers dissolved partnership in 1890, Mr. McCabe was engaged for a short time in handling the horses of Mr. Frederick Gebhard. But the value of his services had not been forgotten by his former employers, and presently he was called again to take charge of Mr. Philip J. Dwyer's horses. With Mr. Dwyer he has since remained and has now full charge of that gentleman's string.

As a trainer Mr. McCabe stands among the very best, being in a class that ranks second to none other in the profession. Of unassuming manners, and true to every trust that may be imposed upon him, he has won the admiration of all genuine sportsmen, and to him is due no small part of the success attained by the Messrs. Dwyer. His methods are sound, and his knowledge of horseflesh and its capabilities is probably unsurpassed in his profession.



FRANK McCABE

THE AMERICAN TURF

Few stables in the history of the American turf have been more widely chronicled than that of the Dwyer Brothers. Fortunate purchases from the sale of the Belmont stable established the Dwyer Brothers in racing affairs and they immediately jumped into a position of powers of the first magnitude in the racing world. Mr. Philip J. Dwyer, who has long been President of the Brooklyn Jockey Club, has become widely known in turf circles, not only in the United States, but even in Europe. Born in Brooklyn, N. Y., in 1845, he has always made his home in the City of Churches, with

their stable such notable thoroughbreds as Bramble, Hindoo, Miss Woodford, George Kinney, Longstreet, Luke Blackburn, Tremont, Hanover, Dewdrop, Runnymede, Pontiac and Kingston. The list embraces names that are the most distinguished in the later day history of the American turf.

Until 1890, the Dwyer Brothers continued together, but in that year Mr. Philip J. Dwyer set out independently and started a stable of his own. His first personal possessions included Eon, Sir John, Declare, Kennell, Reclare, Long Beach, Madrid, Patrician and Passover.



P. J. DWYER

HANDSPRING

the exception of two years that he passed in California when he was a young man.

Mr. Dwyer's connection with racing dates from 1875, when, with his brother, Mr. Michael F. Dwyer, he first displayed his stable colors, red with blue sash. The particular event of the début of the Dwyer Brothers was the appearance of that wonderful three-year old Rhadamanthus, which they had purchased from Mr. Belmont. The triumphs of Rhadamanthus inspired the Messrs. Dwyer with renewed enthusiasm for the turf and they at once began to increase the number of their horses, adding to

Afterward he purchased that wonderful colt, Handspring, son of Hanover and My Favorite, who carried the Dwyer colors to success in some of the most brilliant turf events of his two and three-year old career.

Mr. Dwyer's string for 1898 included Rifle, Passover, Handpress, Handball, Miss Miriam, Hop Scotch, Sharpless, Overboard and several others, the larger number of the stable being promising two-year olds. There is no more upright and popular sportsman in the United States than Mr. Dwyer, and he is properly credited with having done much to sustain honorable racing methods.

In all walks of life it has long been remarked that to a very large extent the present is an era of young men. More than ever before in the history of the world have the young men come forward to take the lead in affairs of business, in public administration and in successful professional activity. The theory that a man must needs be old and gray haired before he can expect to achieve success has long ago been relegated to the lumber room, where we stow away exploded ideas that are no longer useful. Young men come to the front and by their energy, activity, quick grasp of the situation, and broad comprehension of possibilities, achieve success that is not only brilliant, but is as equally well deserved.

In the world that devotes itself to thoroughbred racing, there have been many striking illustrations of the successful young man. An admirable representative of this class is Mr. Frank L. Parker. Although, as compared with some others in the ranks, he has seen few years, and is in fact one of the very youngest of owners of thoroughbreds in the United States, he has achieved both success and reputation. There is abundant reason for the success that has distinguished him, and the result in his case is another exemplification of the value of early training and of constant association from boyhood days with those interests to which a man may devote his lifetime.

Mr. Parker was born in Chicago May 10, 1875. His experience with horses began early and was of the most practical character from the outset. His grandfather, Mr. Tabor Warren, was the proprietor of a large stock farm located near Cleveland, O. Mr. Parker enjoyed the advantages afforded by this stock farm, even when he was no more than a school-boy. His education in riding and driving began almost as soon as he was able to walk. His aptitude early displayed itself, and he also had an almost intuitive knowledge of both the good and

bad points about a horse, and how to manage him to the best advantage. When he was only fourteen years of age he made his first appearance on the track through the trotting horse. On this occasion he drove a bay horse, Cupid, which his father had presented to him as a road horse. The race was at the Chagrin Falls Ohio Course, and he won the event to the great surprise of the older horsemen, who scarcely expected to see such skill in horsemanship in a mere boy.

The father of Mr. Parker was a well-known and prominent business man of New York City, where he has been located for more than twenty years. The son was educated in New York and also in Ohio, and after he had attained to manhood determined to devote himself in earnest to a racing career. In association with his brother, the late Mr. Charles W. Parker, he made a substantial beginning at the well-known stock farm, Altonwood Park. There they had their own track and training stable, and devoted their personal attention to all the details of managing the establishment. Their father was associated with them, and together they maintained a stud farm of large size, keeping from 50 to 150 horses all the time, together with expensive herds of fine bred cattle and a kennel of the best imported breeds of dogs.

In 1890, and the two years immediately following, they made many acquisitions to their stable, becoming the owners of Frank L., Maid of Altonwood, Vandyke, Merry Duke, Mohican, Runaway and others. Maid of Altonwood was by Ben D'Or out of Lady Glasgow, Vandyke by Vanderbilt out of Miss Dawson, Merry Duke by Duke of Montröse out of Fun, and Mohican by Iroquois out of Bertha by imported Glenelg. One notable member of Mr. Parker's string was Lake Shore, who ran successfully for several years. He was a handsome chestnut horse by Farandole out of Guayaquil and was foaled in



FRANK L. PARKER

1891. During his career on the turf he defeated some of the best horses in training, including Sir Walter, Sister Mary, Lamplighter, Volley, Cromwell, Hanwell and numerous others. In 1895, at Morris Park, he won a high weight handicap over the Withers mile in 1 minute, 42½ seconds. In 1896, he won a sweepstakes at Sheepshead Bay, 1 mile, in 1 minute, 43 seconds, beating Deerslayer and Carib. In 1897, at the Fort Erie, Ont., Course, he won a race at 1¼ miles in 1 minute, 46½ seconds. In 1897 he finished second in the Brooklyn Handicap and was, unfortunately, cut down in the Suburban. He died at Sheepshead Bay in May, 1898.

In December, 1895, Mr. Charles W. Parker died and

His extreme modesty of character and thoroughgoing sportsmanship have made friends for him in all sections of the turf world. He is known to horsemen generally throughout the country, and, unlike many young men who have attained success in a field of operation that presents so many difficulties and pitfalls, has successfully maintained a sterling reputation.

The racing colors of Mr. Parker's stable are orange with black sleeves and cap. Besides the horses already mentioned his string has included many other good ones, among them Ameer and Ross O. Ameer, who is now seven years old, is a chestnut horse by imported Kingston out of Jewelry. He has run many winning



LAKE SHORE

FRANK L. PARKER

his brother took full charge of the stable. It is scarcely necessary to say that Mr. Parker has secured a fixed place among the most prominent owners of the period. His abundant financial means have enabled him to gratify his tastes to the fullest extent and he has spared neither time nor expense in maintaining his stable always in the best of condition. His thorough and sound knowledge of all the infinite details connected with the care and preparation of horses for the race track gives him a decided advantage which is undoubtedly one of the many contributing causes to his success.

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racers, defeating such good ones as Trinculo, Pitfall, Phoebus, Halton and others. Ross O. is a bay gelding by imported Rossington out of Bourne O. His best achievement in 1897 was in winning a six furlongs race at Saratoga in 1 minute, 17 seconds, over a very heavy track, defeating Tripping, Orion and others. With good material at his command and with the experience gained during his career, Mr. Parker should, in the natural order of things, gain further and substantial fame. That he should take a place of commanding importance among the horse owners of the country may well be predicted of him.

Numbered among the most active men of Canada in business and in public life, Mr. Joseph E. Seagram has also been pre-eminently distinguished in connection with the turf in the Dominion and in the United States. He has long been interested in public affairs in Canada, where he is a man of influence in politics, being a member of Parliament. He was born in Ontario, April 15, 1841, and was an owner of horses when but a mere boy. His active turf career, however, did not commence until later in life. As soon as he attained to manhood he engaged in business pursuits, being a miller and distiller on a large scale. This occupation, for a time, monopolized all his energies, so that he was unable to give any consideration to racing, which had, however, already enlisted, to some extent, his services.

Close attention to business soon reaped its reward in handsome financial returns, so that at last he had both the time and the means to indulge again in the pleasures of the turf. Since his return to racing in 1887, he has owned and raced many of the distinguished thoroughbreds that have been known on the Canadian tracks, while his horses have also performed in the most creditable manner upon many of the leading courses in the United States. Prom-

inent in his stable have been such champions as Victorious, Martyrdom, Saragossa, O'Donohue, Havoc, Halfing, Martello, Joe Miller, Bonniefield, Millbrook, Tragedian and Fernandine, all of whom have been great performers.

One particular distinction Mr. Seagram has, in the fact that he has accomplished what no other turfman has succeeded in doing, and that is winning a Blue Ribbon

event for eight years in succession. The Queen's Plate is the prize which he has thus carried off season after season. This he won the first year with Victorious; the second year with O'Donohue; the third year with Martello; the fourth year with Joe Miller; the fifth year with Bonniefield; the sixth year with Millbrook; the seventh year with Fernandine; and the eighth year with Bon Ino. This race, which is run at Toronto, is $1\frac{1}{4}$ miles distance. Victorious, who won in 1891, was a son of Terror, and covered the course in 2 minutes, $14\frac{1}{2}$ seconds,

making the record time for the event. Both O'Donohue and Martello, who won in 1892 and 1893 respectively, were by Cromaboo, and Martello reduced the time to 2 minutes, 14 seconds. The winners in the three successive years, 1894, 1895 and 1896, were all by Springfield. Fernandine, who won in 1897, was by Fernandez, and reduced the record for the event to 2 minutes, 13 seconds. Bon Ino, who won in 1898, is a handsome four-year old brown mare by Marauder out of Bonnie Ino. Delmoor, another representative of the Seagram Stable, ran second to Bon Ino.

Mr. Seagram maintains an extensive breeding establishment in Canada, his farm being by far the most important of its kind in that section.



CHARLES BOYLE

At the head of his stud are the stallions Morpheus, Saragossa, Marauder and imported Springfield. The mares whom he keeps for service number some forty or more, most of whom are imported, while all are of the choicest thoroughbred blood. He has over sixty horses in training, some of whom are raced through the Canadian circuit, while others try their fortunes upon the leading courses in the United States. Mr. Seagram has long been a

familiar figure upon the American tracks, where some of the large stakes have been placed to his credit, and he is known throughout the country as a thorough sportsman of the first class. His stable is now in charge of Mr. Charles Boyle, who is well known, both in Canada and the States, as one of the foremost trainers of this generation. Mr. Seagram is fortunate in having a trainer of Mr. Boyle's ability and integrity in charge of his stable. Several of the old campaigners, who have carried Mr. Seagram's colors, are still in training. Among these are Stonemason by Stonehenge out of Mary Buckley; Morpheus by Wenlock

Belle, K. C. B., Defiance, Flag of Truce and Weller; King's Ransom by Kinglike; Satirist by Juvenal; Galahad by Sir Modred; Sugden by St. Leonards; Mischief Maker by Meddler; two Morpheus fillies, Buffoonery and Curfew Belle; two Orinoco fillies, Pledge and Salamanca; the chestnut gelding Cocoanut by Orinoco; three Othmar fillies, Terralta, Ottoman and Bonnet Box; Floridian by Tristan; and Procession by Order.

The remarkable strength of Mr. Seagram's Stable in recent years may be best understood, perhaps, by a brief reference to some of his most notable winnings. Season after season he has carried off most of the great prizes at



SARAGOSSA

J. E. SEAGRAM

out of Golden Dream; Joe Miller by Springfield out of Milley; Havoc by Himyar out of Elletta; Connoisseur by Sir Modred out of Dixianne; Halfling by Macheath out of Moiety; Patrol by King Gallop out of Patience; Tragedian by Egmont out of Veva; Bon Ino by Marauder out of Bonnie Ino, and Dandelion by Dandy Dinmont out of Shamrock. The two-year olds that Mr. Seagram has in training number some forty or more. They are a goodly lot of the best parentage. Among them are Sir Casimir by Exile; two Faverdale colts, Airdale and Fabulous Fortune; five Knight of Ellerslie colts, Knight

the Toronto meeting, many of them several times. Thus the Queen's Plate, the Ontario Plate, the Woodstock Plate, the Norway Purse, the Toronto Cup, the Dominion Plate, the Walker Cup and other stakes and purses not of secondary importance, have fallen to him. The successes that his stable has achieved on the Toronto course are but samples drawn from the long list of victories that have been credited to him elsewhere, in Canada and in the United States. He has shown himself to be a gentleman of true sporting instincts and an honor to the turf, as he is one of its most valued supporters.



ROBERT V. BOYLE

SEPTUOR

Another illustration of the successful jockey who has in turn become a trainer of excellent reputation and thence has grown into the full stature of an owner. Mr. Robert V. Boyle has had an interesting career. So frequently in any consideration of the active owners and trainers of the present day is it necessary to point out how they have advanced from small beginnings that their history may from one point of view be considered somewhat monotonous. The student of the period, however, naturally finds in this very monotony one of the most engaging features of modern turf development, for it presents a vitally instructive lesson, especially as showing how industry and merit reap their full rewards in this pursuit.

Mr. Boyle must be placed in the front rank of those who have attained to gratifying and well earned success from the humblest beginning. His experience has extended over a period of about fifteen years and has been of a varied and important character. It was almost inevitable from the circumstances of his birth that he should become a racing man, for he was born near Sheepshead Bay, L. I., September 8, 1871. It would have been contrary to the logical order of things if he had devoted himself to any other pursuit than that which has been so conspicuously identified with Sheepshead Bay. His definite career in connection with the turf began when he was only twelve years of age. At that time he became an exercise boy in the stable of the Messrs. Dwyer Brothers. There he served an apprenticeship, under that capable trainer, Mr. James G. Rowe, and it would not be easy to name a better school for a youngster than the Dwyer Stable with Mr. Rowe as master.

After remaining with the Dwyers for one season he rode for several owners in 1884, and was successful in winning some good races. Among those for whom he then rode most frequently was Mr. William Stoops. One of the best mounts that he had at this time was Tornado by imported Glenlion out of Estella, whom he rode to several victories. In 1888, he became jockey for Mr. James Davis, who was widely and affectionately known as "Old Hickory." During the year that he was con-

nected with the stable of Mr. Davis he had many good mounts, among them being Old Hickory, Bob May and Battledore and his many victories materially increased his already strong reputation. In 1889, he was engaged to ride for Mr. Sam Love and on St. John and St. Luke, the principal horses of that turfman's string, he was able to place several excellent races to his credit.

When increasing weight made it no longer possible for Boyle to continue in the saddle, he turned his attention to the profession of training, that ultimate refuge of all jockeys. He still maintained his connection with Mr. Love, however, and soon demonstrated his skill in his new employment by bringing some very good racers to the front. His first attempt as a trainer was particularly notable, for he had the handling of Ballarat, who under his care won ten races. He also trained St. John,

St. Luke and Lewinsky. In 1893, he became trainer for Mr. J. Reiser, having in his charge Pay-or-Play, West Park, Innovation, King Leo, Sorrento, Irish Lass and other good ones. With this string he won something like \$20,000 for his employer.

Becoming an owner himself in 1894, Mr. Boyle had a stable in which were Heads or Tails and Mamie R. Both these horses he raced for a year, meeting with very good luck. In the following year he owned and trained Septuor, a brown colt by Oxlip out of imported Steph-anette. Although classed as a candidate for selling



ROBERT V. BOYLE

as a candidate for selling races, Septuor, under Mr. Boyle's skilful handling, developed remarkably good powers. Again and again he defeated many of the most notable stake horses on the contemporaneous turf. His maiden race as a two-year old was at Pimlico in 1895, and during that season he won a single race out of eight starts and secured a place three times. In his three-year old form he started in thirty-one races, of which he won eleven and was placed in eleven. Among the high-class performers that he defeated were Ben Eder, Hazlet, Aurelian, Premier, Bonaparte, Patrol and Charade, the list showing that his victories have come from his merit and his owner's skilful handling and not from chance. Mr. Boyle's success with Septuor led him to increase his stable by adding May Frances, Captain Nash and others.

Probably no trainer in the country enjoys greater or more deserved popularity than Mr. William Lakeland. Nor, if results be the test, is there any man in racing circles of the present era whose professional knowledge, whether applied on his own behalf as an owner, or in connection with the great establishments of our modern turf magnates, has been more practical and successful. Mr. Lakeland has virtually given his whole life to the business, and has climbed the ladder of success by his own intelligence and efforts. He is to-day a representative of what perseverance and integrity can accomplish. Born in Manchester, England, in 1853, he came to this country a lad of eleven. He was deprived of early educational advantages, and his start in life was in the unpromising capacity of helper in a cotton mill at Paterson, N. J., in which city his boyhood was passed.

It was in the year 1869 that his connection with racing began, the Babcock Stable affording him the first opportunities in this connection. In this stable were several prominent thoroughbreds, such as Helen Bold, General Abe Buford's horse, Enquirer, and Susan M., dam of Thora. The first winter that Lakeland passed with Mr. Babcock was spent in New Orleans. In the spring of 1870, when the stable moved North, its training was placed in the hands of Mr. Patterson, and at the initial meeting at Long Branch, Lakeland received his first mount.

As a jockey, Lakeland rode and won some very sensational races. Among the number may be mentioned Wildidle's performance in California, where he beat Grinstead, subsequently a notable sire. Foster was another of his mounts, riding whom in California he won \$30,000 for the owner, defeating Rutherford and other speedy animals. Mr. Lakeland's connection with the Babcock Stable was severed in 1882, but he had become an owner of racers on his own account as early as 1876. His first purchase was General Harney, the winner of the two-mile heat and the four-mile heat races at the Centennial meeting at New Orleans in 1876. Altogether

during his career as an owner, Mr. Lakeland has laid out more than \$200,000 for race horses, and, with the exception of two seasons, during which he trained for Mr. James R. Keene, he has always trained and run his own horses.

During nearly thirty years Mr. Lakeland has been prominently before the racing public. To particularize in connection with his record for that period is to recall the names of many of the stars of the turf, among whom Domino holds the leading position. Indeed, Mr. Lakeland himself says that that horse was the greatest he ever trained out of the entire number of fast animals and large stake winners that have owed their success to his

skill. The list is a long one, and it includes such horses of note as Exile, Tea Tray, Kimball, Tattler, Babcock, General Harney, Keene Richard, Jr., Ernest, Peg Woffington, Bucktie (winner of the Chicago Derby), Emma C., Victory, Typhoon and Little Reb. The latter was a little horse that won three races in one day and five races in three days. At the sale of Mr. J. J. McCafferty's horses in the autumn of 1896, Mr. Lakeland acquired Judge Hancock, Gold Crest and Winged Foot.

For the season of 1898, Mr. Lakeland is handling the Eastern horses of Mr. Marcus Daly's stable, and has been successful in bringing several of them to the front as winners in the early meetings of the year. His own horses are nearly a dozen in number. The

tried ones are Decide, Winged Foot, Joe Anderson, George Boyd, and Squire Abingdon. His two-year olds are Florence Breckenridge and Plumage by Goldfinch, Chorus Boy by Chorister, Young Exile by Exile, and Ethel Green by Tea Tray.

Mr. Lakeland enjoys a popularity as wide as it is fully deserved. He is one of the practical men of the turf, and has won throughout his professional life the confidence and respect of turf officials, owners and public as well. Added to profound knowledge of horses, their nature and capabilities, he possesses an acquaintance with and respect for the best traditions of racing.



WILLIAM LAKELAND

Making a reputation first as an exceptionally fine jockey, principally in hurdle races and steeplechasing, Mr. James H. McCormick became a trainer of note and has also earned fame as an owner. He was born at Belleville, N. J., August 25, 1855, and began his apprenticeship to the turf in 1869, when Jerome Park, Saratoga and Secaucus, N. J., had the only meetings in the East. His first employers were Messrs. Thomas Puryear and Louis Stuart. As James Stuart did the riding for the stable, McCormick had little chance for advancement, though he did some clever flat riding for Mr. Hugh McGaffney.

His next employer was Mr. A. D. Brown, of Maryland, whose trainer was John J. Hyland, and the cross-country riding for the establishment was entrusted to McCormick and Hyland. On leaving Mr. Brown he went to the famous stable of Dwyer Brothers and continued to ride over the jumps and act as assistant trainer to Mr. James Rowe. He had, among other mounts, Derby and Kinney, but in June, 1879, met with a bad fall at the Coney Island Jockey Club meet at Prospect Park, now the Brooklyn Track.

This ended his career as jockey and, on recovering, he accepted a position to train for Mr. W. A. Engerman, the founder of the Brighton Beach Racing Association. Baton Rouge, Miss Malloy and Swanona were among the horses he trained in this stable. His next move was to open a public training stable, in which venture he was successful, having the horses of such men as Mr. August Belmont, Sr., Mr. William L. Scott, of Erie, and Mr. A. F. Walcott. By this time he had acquired and ran several useful race horses of his own, including Autocrat, Firefly, Early Blossom, Sparling and Marguerite. Early Blossom won the first two-year old stake of her

year, and took her name from the title given to it. She was a decidedly clever filly. Out of 89 starts she took some part of the stakes 71 times. Firefly also won a great many selling races, while Sparling was twenty times a winner. All the others were reliable performers.

Among the horses of note which Mr. McCormick trained was Mr. Thomas Hanley's Glenullen, which was the first horse to make a mile record as good as 1.41 $\frac{3}{4}$ over the Sheepshead Bay Course. He also trained

Avalon, a famous sprinter. For Mr. John Mullins he trained Badge, who was second to Castaway II. in the Brooklyn Handicap. He also had the care of Mr. H. O. Barnard's horses, and of several for the once famous plunger, Mr. F. T. Walton, including Deceiver, Wagner, Hopeful and Three Cheers. The last-named horse won for Mr. Walton over \$50,000, of which he presented Mr. McCormick with \$5,000.

For a short time Mr. McCormick engaged in winter racing, but later on sold his stable for \$35,000, and became trainer for Mr. G. Walbaum, with whom he remained for two years, until that well-known turf man sold out his stable. During this time Mr. McCormick had the handling of



JAMES H. MCCORMICK

that notably brilliant performer, Lamplighter.

The next engagement into which Mr. McCormick entered was with Messrs. Burns & Waterhouse. These gentlemen have some forty horses in training, and are also proprietors of a ranch purchased from Mr. Theo. Winters and once noted as the home of Norfolk. The members of the firm have large interests in California and Mexico. Not only is Mr. McCormick a master of the art of training, but he has accumulated a handsome fortune at his profession.

Instances are not lacking in connection with the history of the turf, both past and present, which prove that the professional employments connected with it afford a field for the exercise of natural skill and talent of a superior order, and that the possession of such qualities opens the way to an honorable success by no means inferior to that which could be attained in any other pursuit. The career of Mr. William H. Karrick is an illustration of this idea, while his success emphasizes the fact that unswerving integrity and unceasing industry lead to the highest rewards the racing world can bestow.

Born at Covington, Kentucky, in 1867, Mr. Karrick commenced early in life to fill humble positions in various racing stables. His first engagement was in 1882, when he was with Mr. Hanigan at Latonia.

He remained with this establishment for some four or five years, in the last two of which he filled the position of foreman. He then went with Mr. J. W. Rogers, exercising horses, and, in 1888, entered the stable of Colonel David T. Pulsifer in the same capacity. The string with which he thus became connected included such performers as Governor Sheehan, Drum Major, Will Elliott and others, but the gem of the aggregation was the marvelous swayback Tenny, whom his admirers still consider one of the best horses that ever appeared on the American turf.

Mr. Karrick's opportunity came when Donovan, who trained for Colonel Pulsifer, was obliged to give up his charge. The owner of the stable recognizing the value of Tenny, was naturally unwilling to commit the care of the horse to a new trainer, and having marked the modest, yet painstaking way in which Mr. Karrick performed his subordinate duties, proposed that he should assume the post of trainer. The offer was accepted, not without hesitation, but the results showed both the good judgment of the owner and the thorough, con-

scientious methods of the young trainer. The Pulsifer Stable at once took a glorious place in contemporary turf history, and Tenny's victories, including the Brooklyn Handicap and the Ocean Stakes, 1891, established Mr. Karrick's position as one of the foremost representatives of his profession.

Mr. Karrick continued with Mr. Pulsifer for some time, but in 1895 invested his capital in a public training stable of his own at Morris Park. The Pulsifer string continued under his charge, and also the horses of the Kensico Stable, including among them Divide, Takan-

nassee, Successful, Azure, Full Speed and Trayline, as well as a number of two-year olds for Colonel Pulsifer. Mr. Karrick also has had a few select animals, of which Dr. Jim, whom he sold to W. C. Daly, and Miss Tenny by Tenny out of Fair Vision, may be specially mentioned.

It was peculiarly fitting that the first of the swayback's get to distinguish themselves should be an inmate of his trainer's stable. In Miss Tenny, both Colonel Pulsifer and Mr. Karrick have a worthy representative of her sire. Another animal that Mr. Karrick added to his string in 1897 was the bay filly Juda by Britannic out of Judy.

For the season of 1898 Mr. Karrick has had in training Mr. Arthur White's Titmouse, Geisha and Naviculine; Messrs. Wattson & Co.'s Bom-

bast and Frea; Mr. Thomas L. Reynolds' Zeila and Crown; Mr. A. F. Walcott's Duxbury and Colonel D. T. Pulsifer's Tenrairie by Tenny out of Lorraine. Besides a share in Miss Tenny, he also owns Tennith, Vera K. and Sensina. There is no dissent in turf circles to the opinion that Mr. Karrick is one of the most painstaking and reliable of trainers, while his conservatism is displayed in the competence he enjoys as the result. He is popular with his turf associates, and has the confidence and respect of the best element in the racing circles of the country.



WILLIAM H. KARRICK .

Extensively and favorably known from Maine to California, Mr. Frank Brown has a reputation among his fellow turfmen as one of the most successful of the younger owners and trainers. Although still under thirty years of age, he has had a wider and more practical experience than many older men. At a time in his life when most men have only just begun to lay the foundations for their future, he has already passed through the preliminary training of his profession and has achieved reputation.

Born near Kansas City, Mo., September 24, 1871, Mr. Brown left home before he was ten years of age and began at once that association with the thoroughbred horse which has since continued uninterruptedly. As falls to the lot of most boys who are brought up in training establishments, he began by exercising horses under the shed. He showed remarkable skill and as early as 1880 had his first mount, his employers, Messrs. Bell & Kimberly, entrusting him to ride Grey Eagle. On his first trial he was able to finish second, which all will admit was a very satisfactory achievement. In his second ride he did even better, for he brought in Grey Eagle at the head of the field. For several years thereafter he continued in the saddle and won numerous important races, showing excellent skill and judgment in jockeyship.

Naturally his ambition was to become an owner, and he purchased Red Fox, with whom he won several races. He also was successful with Jim Mulholland.

Subsequently he trained the stable of Mr. William McLaughlin. When racing on the Gloucester track was suspended he went South with several horses of his own and from Mr. McLaughlin's Stable. At New Orleans he became a prominent figure in the winter racing and won considerable money, especially with Simrock. He was soon able to purchase other horses and

had one of the important stables of the South and West. After leaving New Orleans he made a tour of the Western circuit and was even more successful than in the South.

In recent years he has been more than ever prominent, having owned several thoroughbreds who have attained to distinction under his hands. He has been particularly active in the winter racing upon the Southern tracks. Noted horses that he has owned and run have been Mainstay, King William, Gutta Percha, Gratify and other good ones. In 1896, he raced in California, particularly with Gutta Percha and King William.

Mr. Brown has been so pre-eminently successful in training for others and for himself, and has shown such skill in bringing horses in good condition to the post that he has attracted the attention of owners

everywhere. Mr. James R. Keene was particularly impressed with his ability, and, during the season of 1897, he was the trainer of the Keene string of thoroughbreds. For the season of 1898 he has his own stable, with several good horses, and has returned to Mr. Keene again to train some of that gentleman's best runners.



FRANK BROWN

Born at St. Louis, Mo., in 1864, Mr. Hardy Alonzo Campbell has for more than twenty years been actively engaged in the care and riding of thoroughbreds. His first employment was with a Mr. Kelly, of Lexington. In that gentleman's stable he exercised and rode for one season, gaining an excellent practical experience that laid the foundation for his future success. Subsequently he engaged with Mr. Samuel Eckers, who was at that time one of the most prominent horsemen of St. Louis. He remained with Mr. Eckers until 1880, and was regarded as one of the brightest boys in that gentleman's establishment. By this time his attention to business and the unusual capabilities that he displayed in all his work attracted the attention of other turfmen, and he was generally considered one of the most promising young men who were then seen about the paddocks.

In 1880, Mr. Campbell came East, and although he was even then a comparatively unknown youngster, he became an employee of the Dwyer Brothers, who, it is well known, have always calculated to have only the best men and boys in their establishment. Since that time he has remained uninterruptedly connected with the Dwyer stables, first with the Dwyer Brothers and later with Mr. Michael F. Dwyer. His progress was rapid, and in the course of time he came to have practical control, as trainer, of the entire stable. Held in the highest esteem by his employers, his ability was fully recognized by his being intrusted with the responsible work of bringing into condition all the great thoroughbreds who carried the Dwyer colors upon the turf.

When the Dwyer Brothers dissolved partnership, Mr. Campbell followed the fortunes of the younger member of the firm, Mr. Michael F. Dwyer. The confidence that was reposed in him at that time was fully demonstrated by Mr. Dwyer's readiness to place him in full control of all his horses. During his connection with the Dwyer stables he has trained some of the most celebrated horses that ever ran on the American turf. The skill with which he has handled these candidates for

turf honors and the knowledge that he has displayed of their strong qualities and how to bring them out most effectively have more than once proven his ability to cope with the best trainers in the United States in the present generation.

Mr. Campbell has not confined his services alone to the stable of Mr. Dwyer. The intimate relations between Mr. Dwyer and Mr. Richard F. Croker in racing affairs brought him into association with the last-named gentleman, with whose stable he has also been connected as trainer. His success with Mr. Croker's horses has not been less important than that which he has achieved with the horses of Mr. Dwyer. In 1894, he was entrusted with the care of the

American representatives that Messrs. Dwyer and Croker sent to England to race on the English turf. Upon the other side of the Atlantic he was, on the whole, fairly successful with his charges. The difficulties which beset a stranger on English soil, principally the difference in climatic condition and of training methods, are almost insurmountable by one who has not been to the manor born. Nevertheless, when all things are taken into consideration, Mr. Campbell did very well indeed.

Upon his return to the United States in the fall of 1895, Mr. Campbell began again to give his attention to Mr. Dwyer's horses for their engagements in this country. During the time

that has since elapsed he has been pre-eminently successful in bringing many of his charges forward into the class of winners of great events. To give a list of all the horses that Mr. Campbell has prepared for their racing battles would be to enumerate an exceptional number of America's greatest thoroughbreds.

In nearly all the big stakes wherein a contending horse has been obliged to be at his best in order to win from the best that are pitted against him, Mr. Campbell's charges have been again and again successful. One of his greatest achievements was in bringing Ben Brush to the post in the Suburban of 1897 in such superb condition that he was the winner of that memorable event.



HARDY A. CAMPBELL

Few jockeys that ever sported colors on the American turf have been more distinguished than Mr. James F. McLaughlin, who graduated from the saddle to become a successful trainer. He was born on Washington's Birthday, in 1861, at Hartford, Conn. His connection with the turf began at an early age, and he was one of "Father Bill" Daly's boys. Under the watchful eye of that turfman he made his *début* when he was only fifteen years of age. From the outset he was diligent and quick to learn, applying himself closely to acquiring a mastery of the vocation which he had chosen. He was indentured to Mr. Daly, and received from that horseman a thorough coaching that was the foundation of his future triumphs, and that before long elevated him to a position in the front rank. His success was something phenomenal, and his name became identified with some of the most glorious victories of the red, with blue sash, of the Dwyer Brothers during their palmy days. His connection with the Dwyers lasted some ten years, and his valuable services for them and for other owners brought him wealth. Afterward he rode for Mr. G. V. Hankins, of Chicago, and then for one brilliant season for Mr. J. B. Haggin.

Ultimately, the fate that befalls all jockeys came to Mr. McLaughlin, and his growing weight put an end to his career in the saddle. The experience that he gained during his jockeyship had been, of course, of the most valuable character, and he was recognized as possessing all the best qualities for a first-class trainer. Mr. Pierre Lorillard engaged his services, and his complete practical knowledge of the thoroughbred placed him at once on a basis with the best trainers in the country. Not content to confine himself to train-

ing the horses of other owners, he decided to make his knowledge and skill also available in his own behalf. Accordingly, he purchased Take Back and Walcott, whom he trained and rode whenever the opportunity offered. Naturally, one who had done so well in riding for other owners, scarcely failed in success when riding for himself, and he won many good races. Walcott was the better horse of the two just named, and his winnings enabled Mr. McLaughlin to increase the size of

his stable by adding other horses, who were often found first by the post.

The training establishment of Mr. McLaughlin at the present time is principally devoted to his own horses. In the past, such good performers as Morello, Wernberg, Premier, Joe Hayman, Courtship, Armenia, Maud Adams, Slow Poke and many others have received their preparation at his hands. He now owns, and has in training, Premier by imported Sir Modred out of Premium; Torstenson by Torso out of Bessie Peyton; Charentus by Charaxus out of Content; Lady Lindsay by imported Sir Modred out of Memento; Prosaic by Sir Modred out of Prose; Counselor Wernberg by imported Sir Modred out of Nonage; Sol by Order out of Fancy; Classique by Order out of Longalette; Surrender by Order out of Hannah; Ordinate by Order out of Coats; Miss Order by Order out of Miss Saxon;

Cavalleria by Cavalier out of Alice Vincent; Water Girl by Watercress out of Parthenia; 18 Carat by Golden Garter out of Mollie Walton; Diminutive by Sir Dixon out of Meriden; and Colonel Tenny by Tenny out of Katie Fletcher. Modest in manner, and diligent and scientific in his work, Mr. McLaughlin seems destined to achieve further fame as an owner and trainer as the years go by.



JAMES F. McLAUGHLIN

Once upon a time the belief was prevalent in turf circles that no man who had not begun at the very lowest in the profession could be expected to attain to the success that was the reward of those who had devoted a lifetime to the study of the thoroughbred. Many instances have occurred, however, in recent years to modify, if not to entirely disprove this proposition, for it requires no very long or complete acquaintance with racing affairs to enable one to recall the names of many prominent turfmen who have, as it were, achieved fame at a bound with comparatively no previous acquaintance with racing affairs. A striking example of this statement is seen in the career of Mr. W. M. Wallace.

Coming upon the turf as late as 1891, Mr. Wallace had been, up to that time, engaged in the dry goods business. It took him less than five years to attain to a place in the front rank of the great army of owners. Mr. Wallace was born March 21, 1870, in Lexington, Ky., and, as was to be expected from his Southern nativity, he always had more or less interest in horses. As has just been said, however, his first definite venture in turf life was in 1891. At that time he was engaged with Mr. Byron McClelland in the capacity of agent and general manager of that noted turfman's enterprises. For some four years he filled this position to the very great advantage of his principal and with credit to himself.

His experiences gradually determined him to enter upon the racing field upon his own account, and in the autumn of 1894 he made his plans for an independent racing career. As a first move in this direction he purchased the famous horse, The Commoner, by Hanover, in addition to a number of yearlings. He raced on the principal courses East and West. In 1894, The Commoner distinguished himself

by winning the Essex Stakes at Morris Park, besides several good purses, while, in 1895, he came in second in the race for the Phoenix Hotel Stakes. In 1896, Mr. Wallace had a notable experience with The Commoner. Starting in with the Louisville races in the spring, his horse finished second in two events, and then in the Oakley races won four straights, three stakes and one purse. After that he made the most brilliant showing of his life when, at Sheepshead Bay, he finished second to that grand horse, Henry of Navarre, in the Suburban Handicap. He won the highest honors on that occasion, and was well worthy to have been the winner. Although he was practically left at the post, he dashed gamely forward and soon assumed command of the field, and was only beaten after a desperate struggle. In the Coney Island Handicap, at the same meeting he ran unplaced, carrying top weight of 127 pounds, the horses being kept at the post in this start for more than half an hour.

Another crack horse that Mr. Wallace owned was The Winner, who, as a two-year old, won the Oakley Handicap, and, in 1896, held the record for the fastest mile run over the course at Sheepshead Bay.

It is not often that a turfman makes such advancement in as brief time as Mr. Wallace has displayed since he has been allied with racing affairs. He has made

his way forward with a rapidity and sureness that reflects abundant credit upon his shrewdness and his executive ability. As a trainer he has displayed marked ability, his aptitude in this direction showing very forcibly in the way in which he has developed his yearlings into racers who have displayed eminent qualities in their two-year old and three-year old forms.



W. M. WALLACE

Most men who have attained success have been leaders in whatever pursuit they have chosen to follow. This is as true of training horses as it is in other employments. Probably every trainer of any consequence is, to a greater or less degree, a leader or a specialist. He has his own methods, his own ideas as to the character of thoroughbreds, and his own methods of treating them in order to bring out their best points.

In a broader sense than is applicable to the profession generally, Mr. John V. Elliott is a specialist as a trainer, and has been so pre-eminently successful in the line to which he has devoted himself that his reputation has gone out widely among all turfmen. Probably the best test of any trainer's abilities is found when he is called upon to take hold of material that has been pronounced worthless. In the experience of every trainer examples of this character frequently occur, and the result in some cases has been of a surprisingly gratifying character.

Mr. Elliott's work of this nature has not been, however, in isolated instances. Practically, he has devoted himself almost entirely to this discarded material and the horses that he has undertaken to train have almost without exception been cast-offs. Many of them have been noted horses in their day, but the period of their usefulness was supposed to have been passed before they came into Mr. Elliott's hands. And the interesting part of the story is—interesting alike to their owners and to the public—that these cast-offs under his handling have turned out winners, many of them having afterward been sold for large prices.

Mr. Elliott is a native of Brooklyn, N. Y., where he was born in March, 1863. He received a good education and, at the age of twenty, entered business with his father, the late Mr. Charles B. Elliott, who died in 1896.

The first professional appearance of the son as a turfman was in the capacity of owner and trainer, his purchases at that time including Pericles, Jack Cade and Mirama. He continued buying and training for himself until 1892, when he accepted an engagement as trainer with Colonel Bruce, of New York. Two years later he joined Mr. W. J. Speirs, of New York, for whom he trained successfully a year and a half. In 1895, he opened a public stable at Gravesend, L. I., and trained for Messrs. C. Cornehlson, P. J. Dwyer, M. F. Dwyer, C. F.

Dwyer, F. C. O'Reilly, McCarren, Scott and others, and in that business he has continued ever since. He has been eminently successful in bringing horses to the post in condition and they have won many of the most important stakes and purses of the modern turf.

It would be a long list that should hold the names of all the horses that Mr. Elliott has handled, but among them may be mentioned Pericles, Leonawell, Jack Cade, Mirama, Brentano, Major Domo, Poor Jonathan, Blythe, Mangrove, Shelly Tuttle, Baroness, Richfield, Imperial, Roller, Armitage, Prince George and Portchester. Some good performances are credited to these horses, which is abundant proof of the trainer's skill. For example, Shelly Tuttle won eleven out of thirteen starts as a three-

year old, while Leonawell won six out of eight starts. Kennell won three consecutive starts. McIntyre won seven out of ten starts, and one season at Jerome Park won three consecutive races. These were all cast-offs, and their success was entirely due to Mr. Elliott's skill in bringing to life and action their latent powers, a faculty that has won for him a peculiar and high reputation, so that his services are constantly sought by many eminent owners. He is always well engaged, and his success seems destined to continue for many years to come.



JOHN V. ELLIOTT

There are now in this country few representatives of the old school of English turfmen. For the most part, the Englishmen have been contented to remain in their own country, having the national confidence in the English turf and the consequent disregard of the attractions of racing elsewhere. Some exceptions there have been to this rule and in the period immediately following our Civil War the American turf began to attract hither some proficient jockeys and very capable trainers. One of the most prominent of the old-time English turfmen who have of late years been identified with racing matters in the United States, is Mr. William Bernard Gilpin, well known as an owner, trainer and steeplechase rider. Born in 1851, at Longford, Cannock, in the County of Staffordshire, he is the only son of Mr. Bernard Gilpin, who is still a well-known Justice of the Peace and County Counsellor for Staffordshire. The elder Mr. Gilpin at one time owned and raced several good horses. The son thus was imbued with love for the thoroughbred and at an early age became a rider for his father. Making his debut in 1873, he carried his father's colors for several years with considerable success and developed a great amount of skill as a rider. Subsequently his services were sought by many prominent English turfmen, for whom he rode many good races. A brilliant career opened before him and he was always able to obtain his full share of winning mounts. He continued riding for some nine years and achieved a reputation of being by all odds the best gentleman rider known to the English turf at that time.

In 1882, however, he determined to make a change in his life pursuits. Coming to the United States, he went

into the far West and engaged in ranching. A few years later he removed to Chicago and started in the horse business, being part proprietor of the English Horse Exchange in that city. He came to New York in 1886, and again returned to his early love, steeplechasing. One of his first mounts was at Rockaway, on the Canadian horse Cyclone. He fell with him in jumping the stone wall, being crushed so badly that for a long time his life was despaired of, and he lay unconscious in Bellevue

Hospital for more than a month. His vitality stood him in good stead, so that he slowly recovered sufficiently to be sent home to England, though badly crippled and partially paralyzed.

After some months he returned again to America and soon obtained an engagement as trainer of the stable of Mrs. George Lorillard. This position he held until Mrs. Lorillard retired from the turf, and the following two years he trained the horses of Mr. Clark Maxwell. Subsequently he purchased for himself the horse Sport and in partnership with Mr. J. Taylor, as the Washington Stable, had success with that good but erratic horse.

In 1895, he opened a public stable and trained in addition some few horses of his own. In this enterprise he is still engaged, and to-day includes among his patrons some excellent supporters of the turf.

Personally, Mr. Gilpin is a popular member of his profession. He has consistently pursued a policy that has influenced the public to accept his methods as those of a man whose every thought is for the elevation of the sport. As an author also, Mr. Gilpin has become favorably known. Two of his publications, *Hunting and Racing Stories* and an American tale called *Ranchland*, have met with a considerable sale.



WILLIAM B. GILPIN

It has been the good fortune of some turfmen that they have been able to train and ride their own horses, as well as to organize and direct their stables. The incalculable advantages of this admirable combination of qualifications must be obvious to everyone. Only the merest reference to the matter is necessary, simply in order to call attention to a feature of prime importance, in estimating, at any time, the probable value of the average owner's services to the turf.

It has already become a well established proposition that a generous support of the thoroughbred, combined with an intelligent study of his capabilities, will place within the reach of any man the possibility of engaging in racing under conditions that give a reasonably fair prospect of substantial success. He, however, who, in addition to these favorable conditions, has also had a daily and hourly association with his horses in the process of bringing them to the post in right condition and has given his personal attention to the work of developing them at every point, unquestionably has a superior advantage that may not be easily overcome. Furthermore, when such an individual has had a "leg up" in many a sharp contest and has added to his other information a detailed, practical knowledge of the character of his mounts and their peculiarities in actual work, the great advantage that he possesses becomes even more apparent.

Few men upon the turf to-day combine in a more exceptional degree the peculiar qualifications to which reference has just been made than Mr. William Carroll. A native of Connecticut, Mr. Carroll was born in the town of Putnam in that State. His riding experiences began almost as soon in his life as he was able to sit firmly in the saddle. His first riding was at country

fairs, principally in the Nutmeg State, and his appearances on those occasions were affairs of more than ordinary interest. He had his first successful mount on Grasshopper and rode that horse a winning race in three half-mile heats. It was in 1883 that his turf experience had its real beginning, when he was engaged to ride for Mr. J. Riley. Later on he was connected with the stable of Messrs. Campbell & Hankins. His work in the saddle attracted wide attention and he was subsequently engaged to ride the horses of Mr. Frank Weir,

being employed by that gentleman at various times during a period of some five years.

Entering the racing field on his own account, he first won several races with that sturdy campaigner, Edward F. In the course of time he came to be the owner of several good horses. With Kanessville and Mulatto, who were particularly the prominent representatives of his string, he was very successful in winning many good races. In Chicago, where he was settled for something over two years, he was one of the most active owners and carried off his full share of purses. Among the prominent horses with which he was identified at this period of his life were Santa Mego, Lillian E. and others of similarly good calibre. His stable was always kept in ad-



WILLIAM CARROLL

mirable working condition, a quality that has particularly characterized it down to the present time in whatever part of the country its owner has carried on operations.

In recent years Mr. Carroll has had in his string Lord Zeni by Fonso out of Minnie Williams; The Planter by imported Great Tom out of Hayti, and Paros by imported Keene out of Grey Sail. For fifteen years he has been constantly before the racing public, and he is recognized as an energetic and reliable owner.

The career of Mr. Richard C. Doggett has been a repetition of that of many of the foremost men of the turf. Born at Oakwood, Ill., December 18, 1877, Doggett began his turf career when he was only fourteen years of age. For a short time, in 1891, he was employed as a stable boy by Major Allen, but shortly attracted the attention of that veteran turfman, Mr. Green B. Morris, from whose stable have come some of the best jockeys and trainers of this generation. Entering the employ of Mr. Morris, he remained with him for two years. It was during this engagement that, in 1892, he had his first public mount on a filly owned by Messrs. Gilpin & Taylor.

In 1894, Doggett was engaged by Dr. Gideon L. Knapp, for whom he rode during the ensuing two years. He at once took a place as a first-class jockey, and for several years was one of the most popular boys then riding. One of his earliest successes for the stable of Dr. Knapp was winning at Brighton Beach on Micmac Queen, by imported Midlothian out of Patty. The odds were 100 to 1 against Micmac Queen, but Doggett rode her the one mile distance in 1 minute, 45 seconds, winning by three lengths and beating Lizzie, Tom Finley and Logan.

He also rode in winning races, Sir Walter, Cockade, Jodan, The Coon and others. At Saratoga, in the season 1894, he won several important races on Anisette. He carried off the Bitter Root Stakes, beating Handspun. Urania, Agitator, Keenan, Salvation, Gutta Percha and others; he also won with Mistral, defeating Arapahoe, Flirt, Florinda, Pocahontas and others; with a Turco-Favora colt, defeating Phœbus, University, Miss Dixon, Engineer and others; with Candelabra, defeating Stowaway, Faraday and Kentigerna. During this season of 1894 he had 622 mounts, coming in first 161 times, second 115 times, third 99 times, and being unplaced 247 times. In the spring of 1895, he won races at the St. Asaph track, riding Pekin, Premier, Tuscan and others, and beating many good horses, among whom were Counter Tenor, Tancred, Golden Gate, Vice Regal, Pulitzer and others.

At Brighton Beach, in 1895, his winning mounts included Marshall, Charade, Harry Alonzo, Unity and others.

After the death of Dr. Knapp, in the autumn of 1895, Mr. Doggett went to California, but did not ride there. His work as a jockey was always of the first class, but ultimately that bane of all jockeys, a surplus of flesh, made him too heavy, and his days of riding were brought to an end. He was always one of the popular favorites, however, and his abundant success led frequenters of the track to follow his mounts in their betting, generally to their very great advantage.

In 1896, he entered the ranks of owners, when he purchased his namesake, Doggett, a good four-year old chestnut by The Bard out of Rosewood. He personally trained Doggett and rode him a two mile race at Westchester and two races at the Aqueduct Course, all three of which he won. One of the Aqueduct races was a dead heat with Ameer, and Doggett won in the run off. The two-mile race at Morris Park was for the Feather Purse and was run in 3 minutes, 35 seconds, Doggett defeating Midgley, Rey del Mar and Baroness. The success of Mr. Doggett led him to increase his string by the purchase of several yearlings during the summer of 1896, and he then had in his stable five horses—Doggett, Gee Gee, Harry Crawford, Mabel D. and Lillie Seals.

During the season of 1897, Mr. Doggett had in training Doggett, Alarum by Torso out of Hana, and the two-year old brown gelding, Sallust, by Salvator out of Lydia. Sallust won a good five furlongs race easily, by three lengths, in 1 minute, 3 seconds, defeating Refide, La Gitana, Ennomia Lerete, Deal, Beekman and May Frances. Alarum won a seven furlongs race at the Aqueduct Course in 1 minute, 26½ seconds. The skill that Mr. Doggett displayed in his riding has also been exhibited with his own horses. He is a skillful trainer, and in the natural order of events his occupation as an owner should result in advantage to himself and to the turf.



RICHARD C. DOGGETT

In the person of Mr. Edward Feakes we have an example of the best class of hard-working, intelligent English horsemen, who have devoted their lives to riding and training. Mr. Feakes was born at Cambridge, England, in 1857. Early in life he determined to devote himself to the turf and entered upon a severe course of training with the definite purpose in view of making himself a master of his profession. He was not willing to content himself with merely good standing, but made up his mind that he would ultimately be first or nowhere. His early experience was in one of the best schools known to the English turf, a stable belonging to the celebrated Matthew Dawson, at Newmarket. There he began his apprenticeship and it was not long before he exhibited those qualities of industry and of knowledge of horses that have since made him so eminently successful.

His good work while in Mr. Dawson's employ won him substantial recognition before long, not only in the stable in which he was engaged, but from outsiders as well. When Mr. Milton H. Sanford was in England he was greatly taken with the quality of Mr. Feakes' riding and brought him to America in 1871. Subsequently, when Mr. Sanford, desirous of achieving turf honors in England, took his stable to that country, he intended to have Mr. Feakes ride for him there. But the work of the young English jockey in the United States had already commended itself to turfmen here and he was persuaded to remain in New York, being engaged to ride the horses in the stable of the Honorable August Belmont.

For three years Mr. Feakes rode for the Belmont

Stable, being uniformly successful and giving to his employer the fullest satisfaction. He was not willing, however, to always continue in the employ of a single stable, but had an inclination to ride independently. Accordingly he severed his connection with Mr. Belmont, very much to the regret of that gentleman, and thenceforward accepted mounts from any one who desired his services. During the ensuing two years he piloted many horses to victory and his riding of such

champions as Checkmate, Glenmore Gabriel and others excited the highest admiration, alike on the part of the general public, with whom he became a popular favorite, and on the part of those experts in horsemanship who were quick to recognize expert riding.

Engaged for Mr. Pierre Lorillard, he rode for that gentleman during the years 1881, 1882 and 1883, and was quite as successful in returning winners, often under adverse circumstances, as when he was riding for Mr. Belmont and other owners. During the seasons of 1884 and 1885 his services were engaged by Mr. A. J. Cassatt, the wealthy Pennsylvanian who owned that great race horse, The Bard. There he added many laurels to his already long list of victories.

For some years after

1886 he was jockey and then trainer of the stable of Mr. James Galway.

In the early season of 1898, the success of Mr. Feakes with the stable of Mr. John Daly was of a sterling character. The victories of Jean Bereaud in winning the National Stallion Stakes and the Eclipse Stakes, as well as many others, was a striking tribute to his ability as a trainer.



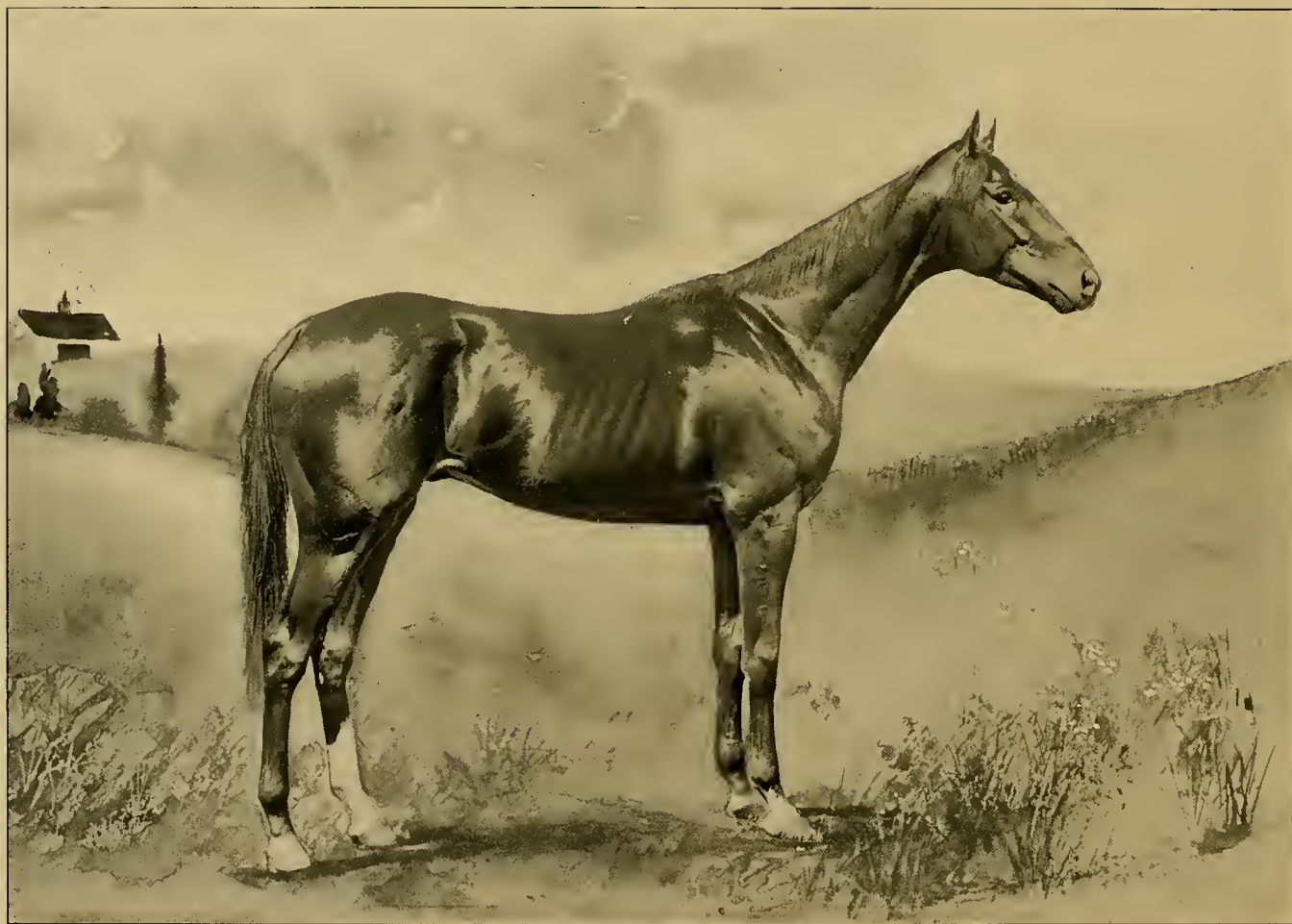
EDWARD FEAKES

THE AMERICAN TURF

In looking over the careers of our leading owners and trainers one cannot fail to be impressed by the considerable number of them who have come into the turf world through the interest that they have first taken in the trotting horse. So many sections of the United States have been almost exclusively devoted to the trotter, that it is not surprising that many clever horsemen have been developed in connection with that equine family. It is natural that many of these gentlemen should, after a time, turn their attention to the running horse.

The pages of American turf history are crowded with

For many years previous he had bred trotters, some of whom turned out to be very speedy, and he came to Mr. Madden's stable abundantly experienced and handled that owner's horses in an exceedingly satisfactory manner. Later on he purchased two yearlings, afterward known as Suisun and Ornament. Suisun, he sold to Mr. M. F. Dwyer and still later the horse was the property of Mr. H. Eugene Leigh. Ornament was retained by Mr. Patterson and proved a most successful two-year old and three-year old racer. His winnings in 1896 included the Lexington Futurity, the Sheepshead Bay



ORNAMENT

C. T. PATTERSON

such examples, and foremost in the class may be placed Mr. Charles T. Patterson, who was born in Pittsburg, Pa., February 4, 1869. The father of Mr. Patterson was a well-known owner of trotters and brought up his son to an intimate acquaintance with his stable. When young in years, Mr. Patterson won many races with his father's horses. Once he drove Bessemer a mile in 2 minutes, 13¼ seconds, which was very fast time in those days.

In 1891, Mr. Patterson began his connection with the thoroughbred, engaging to train for Mr. J. E. Madden.

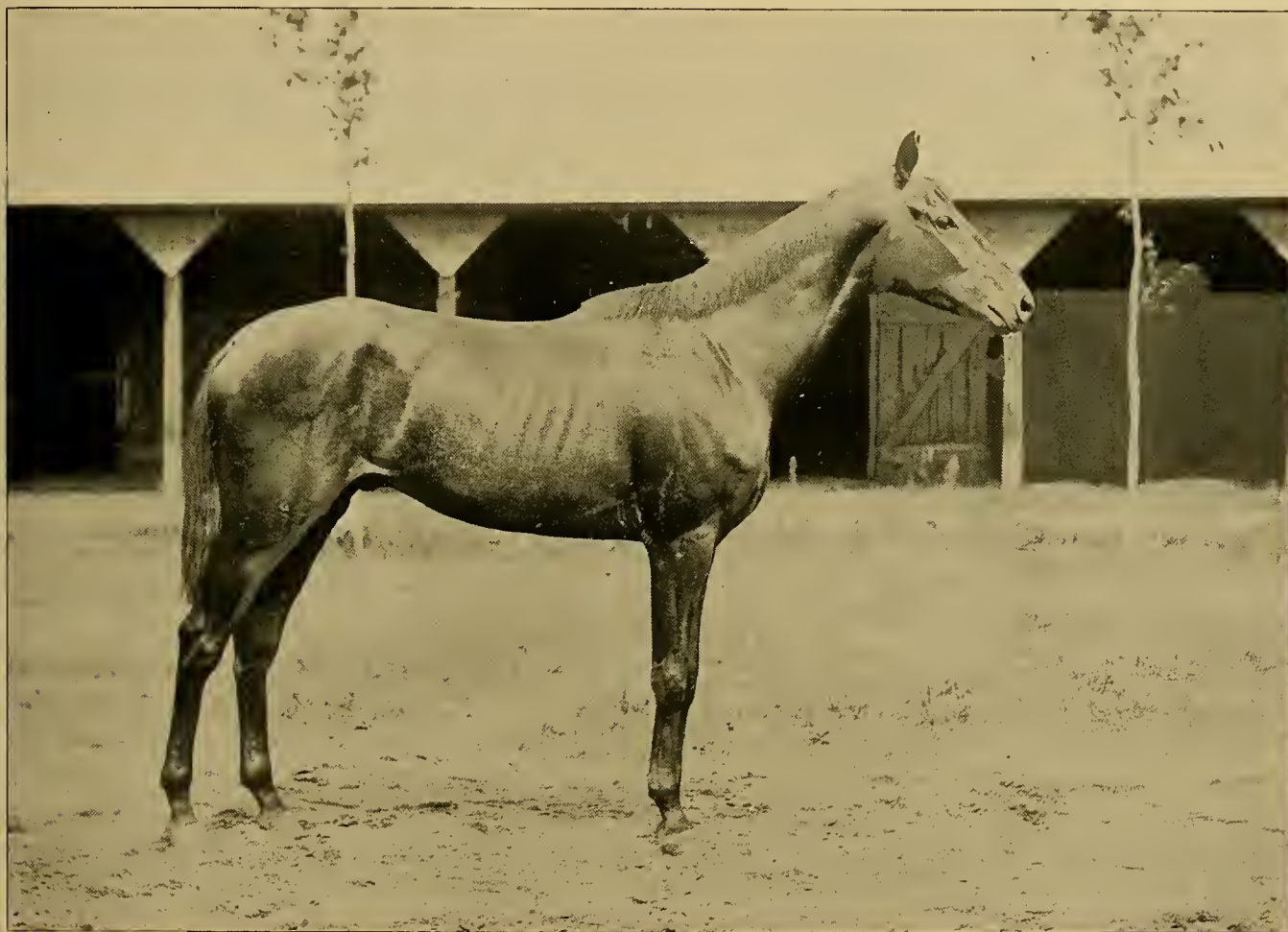
Double Event and other important races, the total amount that he won being over \$23,000. He was also raced by Mr. Patterson in 1897, winning \$52,750.

In the season of 1898 Ornament, who is by Order out of Victorine, was the property of Messrs. H. P. Headley and W. P. Norton. He won the Brooklyn Handicap easily in 2 minutes, 10 seconds, over a very heavy track. Mr. Patterson owns the four-year old Burlesque by Deceiver, the two-year old Heber Jones by imported Pirate of Penzance, and some other good horses.

THE AMERICAN TURF

The racing experience of Mr. Edward Peters embraces a period of more than twenty years. His connection with the track began the first year that Brighton Beach was opened. He was a mere youngster then, having been born in the City of Churches, March 20, 1864. At first he was identified with the stable of the Messrs. Hopson Brothers, who then had some fifteen or twenty good thoroughbreds. Perhaps the best horses in the string were Delilah, Florimel, Woodcraft and Auburn. Mr. Peters rode these and others in many good

winning four races and receiving part of the money in eight more. In the remaining six races in which he was unsuccessful, unforeseen mishaps, such, for instance, as being left at the post, were the cause of his failure. Billali by Rayon D'Or also showed himself to be a colt of merit. Other good horses who will be recalled at the mention of Mr. Peters' name have been Silver Mint, Canadian, Son Malheur, and Gloriana. Rifler, in 1896, at the Aqueduct Course, won a four furlongs dash, carrying top weight and defeating Phaedra and others.



FLORAL PARK

EDWARD PETERS

races, frequently carrying the colors of his employers victoriously at the head of a big field.

Since he has been engaged in racing on his own account, Mr. Peters has owned several very useful animals. His stable has included such good ones as Canadian, Rifler, Billali, Floral Park and Fair Rebel. In 1895, his horses won nearly seventy races, which, all things considered, was a remarkably satisfactory showing. Floral Park, as a two-year old in 1896, and as a three-year old in 1897, did excellent work. He was started eighteen times,

A thoroughly well-trained horseman, Mr. Peters has always found his early experience as exercise boy and jockey especially valuable to him in his later career as an owner. Florimel was a mount with which he was particularly successful and he learned to admire and to put great value upon the racing qualities of that mare. It was this knowledge that led him to purchase Floral Park, Florimel's colt by that grand race horse The Bard, and his career has amply justified Mr. Peters' judgment. Altogether his experience has been uniformly fortunate.

THE AMERICAN TURF

Beginning his career in California, Mr. Frederick Merckel, in the ten years and a little more during which he has been identified with the turf, has become well known throughout the United States. He has trained some of the celebrated horses of the period, and his success in bringing them to the post in good condition has attracted more than ordinary attention among those frequenters of the race course who watch with careful and critical attention. Mr. Merckel was born in Cincinnati, O., March 4, 1869. He was a young man nineteen years of age when he started upon his racing career.

His first employment was with the stable of Mr.

After remaining with Mr. Rose for several years, Mr. Merckel decided to make a change, and associated himself with the Honorable E. A. Mizner, with whom he has since remained without interruption. Mr. Mizner, one of the foremost men of the Pacific Coast, is not alone known from his connection with the turf, but has also been prominent in public affairs, being especially distinguished as the Governor of the Alaska Territory. Although racing is entirely a side issue with him, it is his intention to own a grand stable of thoroughbreds and, having the means at his command, he is, probably, destined to play an important part in turf affairs in the near future. In the



RUINART

FRED MERCKEL

George Rose, one of the prominent bookmakers of California. There he had charge of Geraldine, a world renowned sprinter who, under his management, raced on all the principal tracks of the United States. Geraldine, who was by the famous Grinstead out of Cousin Peggy, still holds the world's record for a half-mile dash, which she ran in 46 seconds over the straight course of the New York Jockey Club, in August, 1889. Other good horses that Mr. Merckel has handled have been Rear Guard, Boreas, Nephew, Badger, Empress of Norfolk, Monterey and Middleton.

person of Mr. Merckel he has an adjutant of undoubted capacity, and one to whom his racing interests may safely be intrusted.

Ruinart, the principal member of Mr. Mizner's stable is by St. Carlo out of Queen Alta. He is a first-class thoroughbred and has won some of the best races on the Western circuit, defeating many of the crack horses on the Pacific Coast. He has traveled 1 mile and 70 yards in 1 minute, 46 $\frac{1}{4}$ seconds; 1 mile in 1 minute, 41 $\frac{1}{2}$ seconds and 1 $\frac{1}{4}$ miles in 2 minutes, 6 $\frac{3}{4}$ seconds. The record last mentioned was for the Burns Handicap.

THE AMERICAN TURF

It is an old saying, that to be successful in any enterprise one's heart must be in his work. Probably none will be so venturesome as to dispute this proposition, but it is not always put into effect, nor are its results always fully recognized. Particularly, however, does the rule seem to apply to racing, and it is exceedingly doubtful if any man has attained to conspicuous prominence on the turf unless he has been enthusiastically devoted to the sport. Now and then, indeed, in this connection we even have examples of those who apparently ignore their best interests solely by yielding to their liking for certain branches of the sport.

That Mr. John Nixon is a lover of the thoroughbred,

was born at Cross Hill, in the Township of Wellsley, Can., in 1853. When he was twenty-three years of age he began dealing in horseflesh and was eminently prosperous. Extending his field of operations from merely local circles, he made large consignments to Europe, in all of which ventures he was successful. Finally, having accumulated considerable means, he bought for his private amusement several trotters and jumpers.

Soon tiring of the trotters, Mr. Nixon found that the jumpers were his ideals. He set out to buy the best in this class that the country afforded, and has owned some of the most famous steeplechasers of this period. Lion Heart, a bay gelding by Lepanto out of Queen Lyon,



LION HEART

JOHN NIXON

no one would for a moment question, and his interest in the blood horse has been particularly manifested toward the jumping class. Inasmuch as the performances of the jumpers have afforded him most pleasure, he has devoted himself altogether to their training, although the same talent that he has therein displayed might reap him better financial rewards if spent upon the flat runners. But it is because the jumpers have appealed to him more strongly than their rivals that he has been unswerving in his connection with them. Like so many other turfmen to whom it is frequently necessary to refer, Mr. Nixon was at one time interested in the trotter. He

was probably the greatest horse that Mr. Nixon owned. In one year, out of some twelve starts, he won six of his races and was placed in most of the others. He was never known to fall in any of his races and has carried the heaviest weight ever imposed upon a four-year old. Among other winnings he must be credited with the Walker Cup, at Hamilton, Ont., and the Beverwick Stake, at Saratoga. In 1897, he was sold to Mr. M. F. Dwyer, and in 1898 Mr. Dwyer sold the horse to William Stallcup. Among other great jumpers that Mr. Nixon has owned have been Lawyer, Alfonsina, Valour, Kings County and Counsellor.

It is a little singular, perhaps, that our neighbors of the Dominion of Canada have not, to any great extent, been conspicuous for their interest in thoroughbred racing. One would naturally suppose that, inheriting the national instincts of their old home across the sea, they would take very naturally and heartily to the thoroughbred. Even the French contingent of the Dominion should also have, by inheritance, a liking for the same class of horses. That the contrary is the case, however, seems to be abundantly proven, and whether it is for climatic reasons or others, thoroughbred racing in Canada is a small quantity and thoroughbred breeding almost non-existent. Aside from meetings at Montreal, Hamilton and Toronto and a few places of second or third class, there have never been many serious attempts at high-class racing on the other side of our northern border.

Notwithstanding this condition of things, apparently so adverse to the development of skilful handlers of the thoroughbred, some of our best trainers have come into the States from Canada. The general knowledge of horseflesh which is prevalent in that section of the land must undoubtedly go far toward explaining their proficiency in this profession, for Canada has, from the earliest settlement of America, been one of the centres for the raising of trotters, draught horses and pleasure animals.

That the experience in regard to horses generally, thus gained in their early home, should be turned by many men of Canadian birth to the handling of thoroughbreds when opportunity has offered is most natural. And it must be admitted that some of the most proficient and most reliable trainers that our turf world has known have come from the Dominion.

Upon the trainer, quite as much as upon any indi-

vidual, the fabric of the turf rests. However well bred a horse may be, however lavishly money may be spent in maintaining large stables, and however great may be the encouragement given by jockey clubs and individuals, all this would count for but little were it not for the energetic, capable and far-seeing work that is bestowed by the best trainers upon the horses that come under their care. It is needless to point out that a horse brought to the post in bad condition is worse than a fail-

ure. Not only is he a disappointment to his owner and backers, but he also represents great loss in breeding and stable expenditures.

Although the thoroughbred race horse has become the noblest animal of creation, he may easily, in domestication, deteriorate toward the natural condition of his ancestors, unless he is properly cared for. If his best qualities are not preserved in his preparation for the turf, he cannot successfully stand up in hard contests with others in whom these qualities have been perfectly and carefully preserved. To develop a horse in muscle, firm and hard, and to reduce his flesh until he is in racing form, is a task both difficult and delicate.

Mr. J. R. Walker is one of those trainers of Canadian origin who have been pre-eminently successful in their handling of thoroughbreds. Although a young man, he has had a large experience and is intelligent and enterpris-

ing. He is a man of thought and wide awake and has given to his chosen pursuit much laborious consideration. Among those who know him best he is exceedingly popular, his gracious personality commending him to a large circle of friends, while his merits as a trainer are fully recognized. At one time he had charge of the stable of Mr. Joseph E. Seagram, where he brought some good horses successfully to the front.



J. R. WALKER

From exercise boy to owner is the consistent record that has attached to many well-known turfmen. To thus go into business at the foot of the ladder and gradually, by dint of energy, natural talent, close application and intuitive fitness for dealing with horses, reach the top, is an achievement that must substantially redound to the credit of any man. Such a record has Mr. John T. Carmody, who for more than twenty years has been closely connected with racing affairs throughout the United States.

Mr. Carmody is a native of New York, and has had a varied and successful career in the special branches of horse racing to which he has chosen to devote himself. His particular inclination toward racing led him, in 1876, to seek employment in connection with this sport. He was engaged as exercise boy for Mr. Joseph Robinson and in that gentleman's stable served his apprenticeship faithfully and well. In the course of time he graduated from the position of exercise boy to become a jockey, still remaining connected with the stable of Mr. Robinson. His first mount was on Billy Sherman, then a well known horse, and on that animal he made his first win. In the years immediately ensuing he rode for

other stables, but finally, when it was impossible for him to keep himself down to weight, he entered upon the profession of training.

As a trainer he was first employed by Mr. Joseph Stewart, of Columbus, O. After that he was connected with the stables of Messrs. Joseph Mitchell, Peter Hagel, W. Harraman, James Peine and E. A. Flenniken. His training career ended about 1885. Heretofore he had confined himself almost exclusively to the West, where

he had become as extensively and as favorably known as any man in his particular profession. After he came East he began buying horses on his own account, starting as an owner in 1886. His racing operations were carried on all over the United States, and it was not long before he became well known upon the courses in the North and elsewhere.

During the ensuing ten years or so few men trained and ran a larger number of horses than Mr. Carmody.

It would be a long and interesting list that should contain the names of all the animals with which he was thus identified. Among them would be recalled Molly Thomas, John Alexander, Glendale, St. Elmo, George Angus, Veto, Pampero, Duke of Bourbon, Jersey Pat, Rapine, Sam Harper, Groomsman, Mamie Hay, Gold Star, Bass Viol, Dago, Hypona, Trade Dollar, Duke of Montalban, Eric, Pocahontas, Grapeshot, Frank Harper, Governor Roberts, Shotover, George L. and Alhambra, and still the enumeration is far from being complete.

With Glendale, St. Elmo, Rapine, Trade Dollar and others he raced very successfully in the later eighties, carrying off many good purses and stakes. Glendale

by Glenmore out of Alice G. was a very reliable horse. Much of Mr. Carmody's racing career in the East was upon the Clifton and Guttenberg tracks. In later years most of his operations have been conducted on the Western circuit, where he has had very fair success. He must be counted in that army of hard working, unpretentious turfmen, whose careers, if not sensationally brilliant, have at least contributed a great deal to the popularization of racing.



JOHN T. CARMODY

Father and son, Messrs. Thomas and William T. McGivney, have had a racing experience that runs back over nearly forty years. The elder Mr. McGivney is a native of Brooklyn, N. Y., and was born in 1842. He is another example of those whom, in the review of the history of racing, we so frequently come across who began their experience with horses in connection with trotters. Mr. McGivney had not yet passed out of his teens when he began to devote himself to the trotter. Animals of this class he bred, owned and trained, and had fair success in bringing out some very speedy ones. This pursuit engrossed his attention for something over thirty years and might almost be considered his life work.

It was in 1893 when Mr. McGivney started in with runners, and he was as successful with those as he had been with his trotters. Among the horses that he has handled have been Maggie Richards, Motor-man, High Commissioner, The Mistress, and others whom he has brought into condition that enabled them to win some of the best races in which they were entered. His success with representatives of the running turf has given him an established reputation as a sound and reliable trainer, whose work has been of the most painstaking and consistent character. He has shown that he is capable of getting out of any horse that is entrusted to him the best that is possible.

Mr. William T. McGivney is a worthy successor of his father in the turf world; rather he is an associate than a successor, for he has been connected with his father in some joint enterprises. At the same time he has gone further than the elder McGivney in general activity in turf affairs. The son was born in Brooklyn in April, 1870. Naturally, as his father was so strongly interested in trotters, the boy followed in his parent's footsteps. When he was only fourteen years of age, he was employed by Mr. W. E. Weeks as an exercise boy in that gentleman's stable. There he remained for three years, giving excellent satisfaction to his employer and gaining an invaluable experience in regard to horses of all kinds. After he left

the stable of Mr. Weeks, in 1887, he became attached to that of Mr. John W. Driscoll, and there he remained for two years.

Just about this time Mr. McGivney felt his inclination turning strongly toward the running turf. Leaving the establishment of Mr. Driscoll he became connected with the stable of Mr. McFadden, who was racing at Guttenberg and elsewhere, and had some very good horses in his string, among them being Rapine, Ballard, Sunday, and others of not less importance. While with Mr. McFadden, McGivney had considerable experience as a jockey, and rode very many races on the horses that have just been mentioned and their stable companions, and was successful in winning a fair share of the events

in which he started. When he left Mr. McFadden in 1893, it was to join the forces of Mr. John Rogers, for whom he rode Estelle, Free Lance and others.

His engagement with the Rogers' Stable lasted only a few months, however, and, for a short time subsequent thereto, he returned to his earliest employment, taking a position as trainer with Mr. Parks, who owned several good trotting horses whom Mr. McGivney trained. The passion for the running horse was too strong in him to be resisted, and it was not long before he associated himself with Mr. Owen McBreen, who owned the Butternut Valley Stock Farm. There he had the training of such horses as High Commissioner, Bersan Belle, The



WILLIAM T. MCGIVNEY

Mistress, Hermano and others. A creditable degree of success crowned his work with these horses.

For several years past the two Messrs. McGivney have been running their own horses and have met with a fair amount of success. They have not been prominent in the great events of the turf, but must be included in the large army of hard-working turfmen, upon whom the bulk of the labor of making the different meetings interesting depends in no small measure. Among the horses that have carried the McGivney colors have been Batchelor, Inspection and Fairview. Inspection is a daughter of Inspector B. and Rosa Buckden.

Although of foreign birth, Mr. William Hayward, or "Billy" Hayward, as he is best known to the American

As a trainer, Mr. Hayward has shown the same marked ability that always distinguished his riding. He is now in charge of the Sensation Stable, where he has had several reliable campaigners—Herald, Tremargo, Chum, X Ray, Endeavor and Salaire. The three-year olds are Murallo, Mont D'Or, Fleeting Gold, Munich, Daisy Cutter, Falsehood, Miss Gossip and Stonestep. The two-year olds are Magic Prince, Loiter, Quo Vadis, Ocean Prince, Bondman, Fray and Sketch. He is himself the owner of Nana H. and His Majesty. The racing colors of Mr. Hayward are black, white polka dots, white cap.

The elder William Hayward has been fortunate in having a son who has inherited much of his father's talent in racing affairs. Through father and son the name will long live in American turf history. Mr. William Hayward, Jr., not only comes naturally by his skill in handling horses, but also received a careful training at the hands of his father. To all lovers of the turf it is a pleasure to feel that a family that has done so much to popularize racing still continues to be represented in the sport in the persons of this father and son.

The younger Mr. Hayward on his own merit is entitled to abundant consideration as a rider and trainer, possessing in a large degree the skill, judgment and quickness that made his father famous. Beginning riding at an early age, he has had many brilliant races to his credit. Among his many notable mounts, perhaps the most prominent were Tristan, Belle D'Or, Now or Never and Pick-nicker. His riding of Now or Never in the Parkway Handicap was a masterly piece of horsemanship. As an



WILLIAM HAYWARD, SR.

racing public, was one of the American knights of the pigskin, who, during his career, won as many honors as fell to the fortune of any of his rivals. Mr. Hayward was born at Northampton, Eng., in 1843, and after five years' apprenticeship in the stable of Alec Taylor, became connected with the establishment of Matthew Dawson, where he remained some eight years. When Mr. Milton H. Sanford returned to the United States from his English campaign he brought Hayward with him.

After a short time spent in this country, Mr. Hayward returned to England, but finally came back to America and entered the employment of the Honorable August Belmont. Subsequently he rode for Mr. Lucien O. Appleby, for Mr. A. J. Cassatt, for Senator George Hearst, and finally for the Burridge Brothers. During his long career he rode and won with many of the most famous horses of their day, carrying off the greatest turf prizes, such as the Preakness Stakes, the Dinner Party Stakes, the Westchester Cup, the Saratoga Cup and many others. He was a veteran when he retired, crowned with as bright laurels as any man who had ever ridden to victory.



WILLIAM HAYWARD, JR.

owner, Mr. Hayward has had Sextet and Repetition. He is now engaged with his father in the Sensation Stable.

While racing families have been frequent enough in the Old World, they have not been numerous in the United



A. J. GOLDSBOROUGH

States. It is true that here some such instances have existed, particularly perhaps among the earlier turfmen and owners, whose names have become historical in connection with American racing, such as the Hamptons, the Tayloes, the Johnstons, the Belmonts, the Sanfords, the Harpers and now and then another. In the ranks of those less conspicuous, but no less useful and meritorious in their turf connection, there have been other examples, as, for instance, that of the Goldsborough family.

Mr. A. J. Goldsborough inherited his racing proclivities from his father, who was a well-known horseman. The son was born at Leonardtown, Md., April 27, 1869. He received a substantial public school education and began his turf career by exercising for his father's stable. After a time he became a jockey, his first mount being for Dr. Lynch and his first win on a horse called Boston. It was in 1888 that he first came North with Dr. Lynch and made his appearance upon the metropolitan tracks. After that he became associated with Messrs. Cohen & Co in the capacity of trainer.

For five years, beginning with 1890, Mr. Goldsborough trained for Mr. J. B. Collins and was highly successful with that owner's stable. After leaving Mr. Collins he trained for Mr. W. Landsberg, who owned Governor Sheehan, Captain Kidd, Storm King and others. Leaving Mr. Landsberg at the end of one season he began to train for the Hamilton Stable, handling such horses as Zanone and King William. More recently, he has trained for Messrs. Plate & Co.

Mr. Charles H. Goldsborough, brother to Mr. A. J. Goldsborough, was born in Maryland, October 12, 1874. Like his father and elder brother, he early determined upon a racing career. When he was only thirteen years of age he began exercising in the stable of Mr. J. DeLong and then he began to ride under the title of Hayden, his middle name. His first winning mount was on Kanesville. His career as a jockey continued until 1895.

Becoming associated with Mr. J. B. Collins, he was with that turfman, at the same time that his brother was with the stable. Among other good horses that he handled were Sirocco and Longford. Afterward, for the stable of Mr. Michael Clancy, he trained Lambent, Tenderness and several others, including a number of two-year olds. Lambent was the best horse in the stable, an imported bay filly by Amphion out of Starlight by Iroquois. Under Mr. Goldsborough's handling she developed good speed as a three-year old, winning several excellent races and coming in for second and third money in many others. At Coney Island she ran six furlongs in 1 minute, 14 4-5 seconds and at the Benning's Course won a mile race, defeating Navaho, Sun Up and others.

In all his work Mr. Goldsborough has shown himself painstaking and possessed of an accurate knowledge of horses that fits him for his position. His early expe-



CHARLES H. GOLDSBOROUGH

rience under Mr. DeLong was of a thorough character and has been beneficial to him throughout his career.

THE AMERICAN TURF

An old-timer is Mr. James F. Walden, who was born at Columbus, S. C., in August, 1837. He became connected with the running turf when he was ten years old. His father, Mr. George G. Walden, was engaged in the business of handling race horses, and his three sons, Wyndham, Jeter and James F., followed him in their choice of occupation. All three have kept an interest in racing to the closing years of the century.

For five years Mr. James F. Walden was engaged in exercising in his father's stable and during that time rode many races. He found it imperative to stop riding at sixteen years of age, but immediately took up training and was employed by Mr. Calvin Green. Afterward he became connected again with his father's stable, where some of Mr. Richard Ten Broeck's horses were trained, among them Prioress, The Count, and others. Next he came to the stable of Mr. Lloyd, of Lloyd's Neck, L. I., and then trained the stable of Mr. Thomas Pryor.

During the Civil War Mr. Walden served in the Confederate Army, but afterward returned to New York and became assistant trainer for Messrs. Pryor & Watson, was three years with Colonel D. McDaniel, and then associated with Mr. Jacob Pincus in the management of the stable of the Honorable August Belmont. For four years he handled the horses of Mr. Hunt Reynolds, and then took the stable of Mr. Frank Stern, the horses of Mr. Bennett and other owners. In recent years he has trained for Mr. John A. Morris and Mr. George Engeman,



JAMES F. WALDEN

and, since 1892, has had a public stable, where he has trained some first-class horses.

Mr. William C. Smith has a high and constantly growing reputation in the inner circles of the turf world. In



WILLIAM C. SMITH

the public eye, however, he is perhaps less prominent than his ability would merit, from the fact that throughout his racing career he has been connected with only one stable, that of his brother, Mr. George E. Smith. The success which this stable has achieved during the last few years has undoubtedly been in no small measure due to the skill, energy and devotion which Mr. William C. Smith has displayed in his capacity as trainer.

Born in Allegheny County, Pa., in 1865, Mr. Smith took charge of his brother's stable in 1888. Before that time he had fitted himself for the position by a close and careful observation of the methods of the best men in the profession, supplemented by a practical acquaintance with every detail of the work. The record that has been made by this stable is in the highest degree creditable, for Mr. Smith has sent the purple jacket and canary cap to the head of the field in some of the hardest fought races known to the period. Only the merest reference to the success of such horses as Parvenue, King Cadmus, Wernberg, Howard Mann, The Winner and Belmar, who are referred to more fully in the account that has been given of Mr. George E. Smith's turf career is needed to emphasize the fact of the younger Mr. Smith's undoubted talent and to his standing as one of the best trainers in the country.

Born in New York, January 12, 1865, Mr. Thomas F. Barrett began his racing experience at an early age. For



THOMAS F. BARRETT

a short time he exercised horses around the famous Bull's Head, that headquarters for the horse business of New York City. Next he went to Havana, Cuba, and was engaged as a jockey, riding at eighty-two pounds. The races were run on Sundays only and on three different Sundays Barrett won three races.

Returning home he continued to ride, his first mount being Clarendon and his last mount Blizzard. When he became a trainer, he had such horses as Royal Arch, Henry B., Harpooner, McIntosh, and Jack Rose, and with them had good success. He brought Royal Arch into condition to beat noted performers like General Monroe, Girofle and others. Jack Rose won many races and at one time reeled off six straight.

Mr. Barrett now has a public training stable and is handling Live Oak by Linden; Marshall by Voltiguer; Tappan by Powhatan; Long Acre by St. George; a three-year old black filly by Reporter, and two promising two-year olds, St. Claire by St. Leonards and Kirkwood by George Kinney. His own horses are Kirkwood, Long Acre and St. Claire, the first and the last named being winners in some of the early events of the 1898 season. The racing colors of Mr. Barrett are blue, white hoops on sleeves, blue and white cap, and they have shown at the front in many stirring events.

Horsemanship came to Mr. William R. Midgley as an inheritance, his father having been one of the exponents of the art of training in the beginning of modern racing in this country. The elder Mr. Midgley was an Englishman of experience and in this country had charge of the stables of the elder Mr. August Belmont, Mr. D. D. Withers, Commodore Kittson and Mr. William Astor. His son, William R. Midgley, was born in England, February 3, 1875. Brought to the United States while an infant, he was educated here and began exercising horses in the stables under the charge of his father.

Ultimately Midgley became a jockey, his first mount being for Albert Cooper on Miss Belle, with whom he won the race. Afterward he rode for Mr. A. J. Joyner and for Mr. J. E. McDonald and won for those gentlemen many good races on Chesapeake, Rubicon and other members of their stables. For two years he was engaged with Mr. Marcus Daly, again rode for Mr. McDonald, and ultimately went to the West, where he turned his attention to training. The first horse he trained, Sky Blue, was a winner of its maiden race. Another animal of merit that he handled was Midgley,



WILLIAM R. MIDGLEY

who was named after him. The racing colors of Mr. Midgley are blue, yellow sash, blue and yellow cap.

Born in Dayton, O., Mr. James H. Dumas is now located at that centre of racing, Coney Island, where he



JAMES H. DUMAS

has a public training stable. He began with race horses in 1870, as an exercise boy and then became a jockey in the same stable in which he was first employed, remaining there for about three years. Afterward he accepted an engagement to ride for Mr. W. Beecher, with whom he remained for one year. In those days jockeys did not ride four or five races a day as they do now. They were lucky to have two mounts a day and success in proportion.

After he left the employment of Mr. Beecher, Dumas became connected with the stable of Mr. W. Brady, with whom he remained for six years, having exceptional success, as the record of Mr. Brady's Stable for that period fully demonstrates. His mounts included Ada Lambent, Bell of the West, Ida, Eli and others. Leaving Mr. Brady's employment, he branched out as an owner for a short time, but still preferring to ride, engaged again as a jockey with the Lamasney Brothers, for whom he won some big stakes in the West.

Returning to training, Mr. Dumas took the horses of Mr. W. Browning, including Captain Wood, Great Marie and others, and then coming East handled the horses of Mr. Jere Dunn. He had the horses of the Castle Stable for some years, in which time he trained Diablo, Bermuda, Elmstone, Thorndale, Argo, Sunshine, Watch Me, Elkton, and more than a score others, several of whom were notably successful. For three years past he has been conducting a public training stable and is looked upon as one of the most careful and successful trainers of the day, having among his charges several good horses.

Among the popular and reliable jockeys of his time none enjoyed a more enviable record than Dave Sloan. He has had a varied racing career. Born at Seneca, S. C., in 1873, he ran away from home when a mere lad. Fate led him to Corsicana, Tex., where he obtained a position in the stable of a Mr. Atkinson, where he exercised horses for a year.

Then he went to New Orleans and became a very successful rider. Mr. J. F. Caldwell, the famous starter, was struck by his performances and brought him North to ride for Mr. D. D. Withers. After a regular season here he went West for Applegate Brothers and thence to New Orleans again, where he rode for Mr. T. M. Berry and Mr. Samuel Hildreth. For a short time thereafter he retired from the turf, but soon returned to the saddle, going first to the City of Mexico to ride a match race which he won by a head. Coming back to the United States, he rode jumpers for Mr. James Cochrane, and won the Tobacco Stakes at Latonia on Henry Young for Mr. H. T. Griffin. Among the mounts which won fame for him were Major Domo, Cynosure, Elator, Worth, Spokane and Bertha.

Giving up riding while still in the height of his reputation, Mr. Sloan bought Agitator from Mr. James H. McCormick, won a race and sold him and engaged to train for Mr. Frank L. Parker. He now conducts a public stable and has Mr. Parker's horses, and also those of other owners. He owns the three-year old chestnut filly



DAVID SLOAN

Maud Ellis and several others of promise. Mr. Sloan is noted for his agreeable manner and straightforwardness.

THE AMERICAN TURF

From his infancy Mr. Frederick T. Miller has been connected with the turf. He was born January 4, 1865, at



FRED T. MILLER

Washington, D. C., and as his father owned a stable of trotters, he acquired a knowledge of horseflesh and of racing affairs in his earliest years. In 1883, he entered the employment of Cridge & Co., the well-known book-makers, having charge of their field book. Remaining with them for two years, he was next with Mr. John Spellman, upon whose death in 1889 he went into business for himself, making a book at all the big tracks in the country. He was not altogether satisfied with this branch of the racing business, although he was very successful in it. The ambition to be an owner soon possessed him.

In 1890, he bought the two noted campaigners Larchmont and Syracuse, and entered them at many meetings until 1894, when they were retired. In the period in question Larchmont won stakes to the aggregate value of \$15,000, while the winnings of Syracuse footed up the comfortable sum of \$12,000 more. In 1895, Mr. Miller went West, combining racing and bookmaking in that section. In the autumn of 1896 he returned to the East. He now owns the bay filly Duchess Annette by Tristan out of Emma Mac; the chestnut filly Deal by Tristan out of Shuffle, and the bay filly Ellerslie Belle, by Knight of Ellerslie out of Florence Belle. His colors are orange, black bars on sleeves, black sash and cap.

Born in Birmingham, England, May 4, 1856, Mr. Alfred Lakeland came to the United States with his brother, Mr. William Lakeland. After he had been in this country a few years he became connected with a large New Jersey farm, where he had his first experience in exercising, and then was engaged with Mr. Thomas Patterson, who was training for Captain Cottrill, of Alabama. For that stable he exercised and rode for seven years.

After a time he took to riding over jumps for Captain Cottrill, having the mount on Colonel Ellinger, with whom he won several races. When his riding career was at an end he joined his brother as assistant trainer. Afterward he bought horses for himself and also trained those of Mr. Fred Robinson, and won some good races with such horses as Little Fellow, Madge L., Biscuit, Troy, Innovation, and others. He also had Buckra at one time, one of the best jumpers in America, and who, as a two-year old and carrying top weight, won nearly everything in sight.

Mr. Lakeland has now in training the chestnut colt Kilarna by Tea Tray out of Kildeer, and the two-year old bay filly Velvet by Victory out of Faithful. He also has some of his brother's horses, among them the three-year old Moneyspinner by Lovegold, and Sleeper



ALFRED LAKE LAND

by Sleipner. His racing colors are red, white sash, blue cap.

Out of the stable of Mr. Pierre Lorillard have come many capable turfmen, most of whom began their racing



MICHAEL A. COLEMAN

experience in the employ of that gentleman. Among these is Mr. Michael A. Coleman, a native of New Jersey, where he was born in 1861. He was thirteen years of age when he entered the employ of Mr. Lorillard. At the end of three years he left Mr. Lorillard to go into an equally first-class stable, that of Mr. D. D. Withers, with whom he remained for one year.

Being offered a position to ride in the West for Mr. J. P. Dawes, he accepted and had a successful career in that section and in Canada, winning principally on Speculum and Terror. After a year, however, he returned to Mr. Withers, and was with him for six years as assistant foreman and foreman. In 1883, he went to the Dwyer Brothers' Stable, especially to take care of that great filly, Miss Woodford. Two years later, however, he was back again at Brookdale, where he had charge of all the horses in Mr. Withers' establishment.

Subsequently Mr. Coleman trained the horses of Mr. C. W. Chapin, and was very successful, especially with Crocus, who, in her three-year old and four-year old forms, won 19 races. After 1893, he owned and ran the horses which up to that time he had trained for Mr. Chapin. Then, in partnership with Mr. S. C. Conover, he had Tinge, Hailstone, Full Sea, Tarentum, Vapor and others, who were fairly successful. After dissolving partnership with Mr. Conover, Mr. Coleman still continued to run Crocus, and with her had several other good horses. He now has a small, but good stable.

Born at Saratoga Springs, N. Y., November 24, 1857, Mr. John McLearn was associated with horses from the time that he was able to ride. He began exercising for Mr. R. W. Babcock in 1870, and was with that stable for one season at Jerome Park. Then he attached himself to Mr. Michael Murphy, who had a stable of jumpers, and with him took part in racing at Saratoga and throughout the Eastern circuit for two seasons. In 1878, he went on a campaign through the bushes with Fury and others, and continued in this branch of the business for several years. After that he had two trotters with whom he made the circuit of the fair grounds, winning five out of the seven races in which he started in one season.

Joining the establishment of the Messrs. Sanford Brothers, of Amsterdam, N. Y., he was particularly engaged with the jumpers of that stable. Then with twelve hunters and ponies he went to Newport for two successive campaigns there. For four years he remained with the Messrs. Sanford Brothers and then went to Mr. Charles Reed, remaining with him off and on for eight years. Mr. McLearn's next engagement was with Mr. M. N. Nolan, who owned the celebrated jumper, Bourke Cochran, and with that horse he had his most celebrated success.

Afterward Mr. McLearn was connected with Mr. Reed's establishment in Tennessee, and continued training with him until that gentleman retired from racing, when he went with Mr. James McLaughlin, and with Mr. Mat-



JOHN MCLEAR

thew Allen, of the Ehret Stable. Then he started in business for himself, buying Illusion from the Belmont Stable.

THE AMERICAN TURF

Few, if any, trainers of the present day have had greater success than Mr. William Huston. Born in Natchez, Miss., in 1863, Huston was only eleven years of age when he joined a stable in New Orleans as exercise boy. He was a jockey for six years, riding all through the South. His first winning mount was on Mascot at New Orleans, a 100 to 1 shot, and he also rode Blazes and Moses, winning a four-mile race with the latter.

Since 1883, Mr. Huston has become well known in the North. He rode for Azrael & Logan, a Louisiana stable, for three years was assistant starter to Mr. James F. Caldwell, and since 1889 has been engaged in training. As a trainer he has been connected with the stables of Mr. A. Garson, Mr. George Ryer, Colonel Ruppert, and Mr. Edward Corrigan. He is now trainer of the stable of Mr. J. W. Colt. Here he has the well-known performers, Decapod by Sir Modred; Lady Dainty by Darebin; Ben Eder by Fonso; Equerry by Order; Wood



WILLIAM HUSTON

Pigeon by Woodlands; Amus by Ben Himyar, and Flax Tail by Pontiac, as well as several good youngsters.

One cannot fail to be impressed with the records of turfmen who, from being exercise boys, have ultimately



CHARLES MILLER

become owners. Attention has often been called to this interesting feature of turf history, but it is impossible to dwell too much upon it as illustrating the character of the men who have given to the turf much of its present importance. Another example of this class of turfmen is Mr. Charles Miller, one of the successful trainers of this generation.

Born in New York City in 1852, Mr. Miller has enjoyed the advantages to be derived from association with those turfmen who have made New York the metropolis of racing. He was exceedingly fortunate in his first engagement when, as a boy, he entered the stable of the Messrs. Leonard W. Jerome and Paul Forbes. He retained his position in that establishment for two years, and then joining the well-known Captain Moore rode the horses of the Moore Stable for five years. After a short engagement with Major Thomas Doswell, the great Virginia turfman, he was then connected for five years with Mr. Jeter Walden's stable as foreman.

With James Lee, he went to the stable of Mr. Charles Reed and then started a stable of his own in 1890. His string included many good horses, among them being Joe Kelly. In 1895, he closed out his stable and engaged as trainer for Mr. J. F. Ferguson, of Monmouth County, New Jersey, and, in addition, has also trained for Mr. James R. Keene and Mr. J. O. Donner. As a rider, he was identified with such famous horses as Stonewall Jackson, Foxhall, Glenelg and Harry Bassett.

One of the best schools that a young man can have who has determined upon a racing career is in the great English stables. Such an opportunity came to James Frayling when he was about twelve years of age and was then taken to the establishment of Mr. Meredith Brown. In the Brown Stable he had scarcely passed into his teens when he had his first mount in a pony race. Afterward he rode on the flat and schooled and rode horses over the jumps.

In this employment he remained until he was twenty-two years of age, when he came to the United States to ride for Mr. S. S. Howland. With Mr. Howland's horses he fast achieved reputation as one of the best steeplechase riders in the United States. He showed Ontario, Rosco, Bird and others at the Madison Square Garden and in other jumping contests, and was the first man to jump a horse over 6 feet, ten inches, lifting Ontario to 7 feet, 1 inch. He also holds the record for a long jump over two hurdles, 4 feet, 2 inches high, and 8 feet, 7 inches apart, on Rosco.

Mr. Frayling is now training for Mr. P. S. P. Randolph, of Philadelphia, in whose stable are Marsian,

Among the younger men in the profession, Mr. Peter J. Loftus has brought to the business of training the



PETER J. LOFTUS

inherited taste of all Englishmen for thoroughbred racing. He was born in Liverpool in 1873, and although he left home at an early age, he had even before that time felt his first interest in racing matters. His appearance in this country was in 1886, and he was connected with the Fairfax Stable, of which Mr. James Rowe was the trainer. Here he exercised for one year, handling such horses as Hypasia, Cyclops, Oriflamme and others.

Beginning in 1888, Mr. Loftus exercised and rode for the Messrs. Dwyer Brothers for a period of four years. After that he went to the stable of Mr. Frank Taylor, and there was successful in winning nearly every welter weight race in which he started. In 1891, he rode for Mr. W. H. Timmons; in 1892, for Mr. Louis Grenner, and in 1893, for Mr. R. S. Howe.

Becoming too heavy to ride, Mr. Loftus in 1894 engaged to train with Mr. McBreen, who had twelve horses in his stable, among them Hermania, Malvina G. and Christmas. He then bought Stephen J., Rapine, Ballard and William McAuliff, all of whom, however, he afterward sold. He has also broken and driven trotters and schooled horses for the Madison Square Horse Show, and has trained jumpers for Mr. F. D. Beard. As a trainer, he is one of the best of the younger generation, and with his excellent experience and enthusiastic application to his profession, is looked upon as a man with a bright future before him.



JAMES FRAYLING

Knight of the Garter, Manassas, Filament, Inquisitor, Cherry Picker, Rhodymenia and Eyrn.

Another of the men of the South who have done so much by their labors to maintain the existence of racing



FRED BURLEW

in the United States is Mr. Fred Burlew. Not a native of the South, for he was born in Cincinnati in 1871, Mr. Burlew's connection with racing as a boy was in Texas and Missouri, where he became thoroughly imbued with the Southern racing spirit. He was only twelve years of age when he entered the Brack Stable at Houston, Tex., and remained there some seven months. His second engagement was with that celebrated Missourian horseman, Dan Honig. His employer was a horseman of undoubted calibre, and the boy who cast his lot with so proficient a man laid a firm foundation of experience.

For nine years Mr. Burlew remained with Mr. Honig, exercising and riding the horses with which that turfman campaigned. He was also called upon a great deal of the time to attend to the care of the animals and to prepare them for their battles for honors. His long term of service with Mr. Honig enabled him to accumulate a little money, and, in association with Mr. T. W. Coulter, he bought several fine thoroughbreds, who, under his skilful training, won many victories for their owners. Retiring from ownership for a short time, he again organized a stable. Among the best horses that he has owned have been Miss Belle, Balance, Ferrier, Sir Dixon, Buckrene and others. With these he won some four hundred races on Eastern courses. For 1898 he is engaged with Mr. William C. Daly, having charge of some of the principal members of that horseman's string.

Connection with an American stable of such prominence as that of Mr. Francis Morris in the generation gone by is an experience of which any turfman might well be proud. The Morris Stable is one of the landmarks of American racing, and the horses and men who have come from it have played important and admirable parts in the development of this sport in contemporaneous times. It was in this school that Mr. John Miller took his first lesson as an exercise boy in 1871. He was then a youngster of thirteen years of age, having been born in New York in 1858.

After two years' experience with the Morris Stable, he entered the stable of Mr. William Midgley, where he remained for a year, being engaged principally upon the Southern circuit. His liking for the North, however, induced him to return to New York, where he entered the stable of Mr. E. V. Snedeker as assistant trainer. In that position he labored well for a period of eight years. During that time he had an active part in handling some of the most prominent horses then on the turf, among them being Rhadamanthus, Countess, Duchess, Girofle, Girofla, Eole, St. Saviour and Virgil.

In 1885, he opened a public training stable, but in 1888 also took charge of the stable of Mr. W. H. McCarthy, of California. In his stable he has had such good horses as Priscilla, Berwyn, Persistence, Royal Princess, Annie L. and a host of others. He is now training the horses



JOHN MILLER

of Mr. F. C. O'Reilly—Kinvarra, Royal Princess, Whistling Con and Ineenamara.

The younger generation of trainers have, almost without exception, shown by definite work that progressive ideas can be as successful in this as in any other business pursuit, and that in the art of training there are still many new things to be learned. Other times, other men, and it is the young men who are now coming strongly to the front.

Mr. Edward F. Hughes, who was born in New York City in 1869, is a representative of this younger generation. He attained to prominence as early as 1889, by his riding at county fairs in New York, New Jersey and New Hampshire. His riding experience was limited to three years, when he engaged in training, his first success as a trainer being with Speculation, who in that year won twenty-two races, and in 1894, thirteen races. Other winners that were under Mr. Hughes' care were Marshall and Harry Alonzo.

In 1895, Mr. Hughes trained the Wolf Hill Stable, winning several good races, and in 1896, he trained, among other horses, Mr. Jere Dunn's sterling filly, Sunny Slope, which won nine out of twelve starts. He is now the trainer of the Kensico Stable, having in his hands the three-year old bay filly Juda and these two-year olds: Camotop, Ragged Sailor, Amorita and Tennis. Camo-



EDWARD F. HUGHES

top won his maiden race at the Aqueduct Spring Meeting in 1898.

Although of New England extraction, Mr. Waldo Olney, who has attained to success, both as an owner



WALDO OLNEY

and a trainer, is a native Westerner, having been born in 1863 at Manchester, Ia. He received a good education, and was thus well prepared to profit by the early experience that he had in racing. He became attached to the establishment of Mr. Pierre Lorillard while he was yet a youngster, and remained with that eminent turfman for a period of nine years. For one season he rode for Mr. Pierre Lorillard, Jr., and was then engaged to train Keno and Emerson.

His success in his first engagements as trainer led to his employment by various owners, among his charges being Emigrant and three others for Mr. C. Donovan, and Pasha, with several companions, for Messrs. Ross & Oyster. Pasha was a horse of merit, whose performances reflected credit upon his trainer. Filled with an ambition to become an owner, Mr. Olney formed a stable, his string including Adolph, Figaro, Duke of Bourbon, Ocean, Adonis and others. In 1888, he won a goodly proportion of the events at Clifton, N. J.

In recent years Mr. Olney has conducted a public training stable, and also owns several good animals, among them Juno, a speedy filly that came out of Mr. J. R. Keene's establishment. Horses belonging to other owners are constantly under his care, and he gives his attention specially to some very promising youngsters.

THE AMERICAN TURF

From his infancy Mr. Richard H. Loud, who was born near Clarksville, Tenn., January 25, 1865, has been identified with the turf. His father, Mr. John W. Loud, a Kentucky gentleman of the old school, was one of the best known men in turf circles throughout the United States. He will long be remembered as the owner of the celebrated Lida Stanhope, who was matched against the great filly Thora, winning three miles in 5 minutes, 25 seconds, within one second of the record at the present time.

At an early age Mr. Richard H. Loud became associated with his father in the firm of J. W. & R. H. Loud. The stable included a number of animals of high degree, among them Lida Stanhope, Richard L., Albert Sidney, Lady Loud and others. The junior member of the firm displayed abundant ability as a trainer, and by his skill a long list of victories was placed to the credit of the stable. Mr. Loud has long been located at Gravesend, L. I. His training stable has sheltered some animals of decided interest. It would be difficult to select from the long array of performers that have been trained by him those who have specially distinguished themselves. The list would include the names of such horses as Two Bits, Mordotte, Billali, Uncle Sim, Montepool, Hindo-

Principally identified with the turf of the Pacific Coast, Mr. W. M. Murry has been one of the most successful



W. M. MURRY



RICHARD H. LOUD

mere, Japonica, Floral Park, Poor Jonathan, Myrtle L., Will Fonso, Antonia, Castinette and Gold Ban.

of the army of enterprising turfmen of this generation. Like so many others of his associates, he laid the foundation of his career as an exercise boy. For fully twenty years he has been racing and training horses, and his name has been identified with some of the best thoroughbreds and the greatest racing events of the Pacific Coast.

Near Sacramento, Cal., Mr. Murry has a small, but complete, breeding establishment. For many years he has kept there thirty brood mares, and at the head of the stud long stood the excellent stallion, Three Cheers. Mr. Murry raised the celebrated colt Michael III., whom he sold to Mr. Charles F. Dwyer. In 1888, he brought out the good two-year old Almont by Three Cheers out of Question. In that season Almont won seven races out of nine starts. At Sacramento he traveled three-quarters of a mile in 1 minute, 16 $\frac{3}{4}$ seconds. Later in the same season he traveled 1 mile in 1 minute, 42 $\frac{3}{4}$ seconds, winning both the California Annual Stakes and the Night Hawk Stakes.

During Mr. Murry's twenty years of racing he has won five Derbys. Twice he won the Derby in California. With Thorne Hill he beat the three-mile record on the Pacific Coast, and also beat the 2 $\frac{1}{4}$ -mile record. In 1897, he trained for Mr. Edward Purser, and made his first season upon the Eastern track.

Several good turfmen of this period have come from the establishment of Mr. J. De Long, which not so many



WILLIAM VAN KEUREN

years ago was a good school for the boys with racing aspirations. Mr. William Van Keuren, who was born in Elmira, N. Y., in 1874, entered the employ of Mr. De Long in 1886 and applied himself to the customary work of exercising. After that he was engaged with other establishments, particularly the Diamond Stable, of which Mr. David Johnstone was the owner. His first experience as a jockey was with Mr. Johnstone, for whose stable he rode all the light-weight races and met with fair success. After two years' service with Mr. Johnstone he engaged as jockey with Messrs. Kelly & Samuels. With this stable he remained for one year, being very successful, especially in winning many races upon horses that were long shots in the betting. The prominent mounts that he had were Edward McGinness, Pliny and others. Next he rode for the New York Stable for four years.

When he became too heavy longer to ride he took an engagement as assistant trainer, allying himself in that capacity to Mr. D. J. Lynch in 1894. For two years he handled such horses as Contribution, Mr. Single, Judge and a dozen others. A similar position was offered to him by Mr. E. C. Bailey, and he was in that gentleman's employ until he set up a public training stable. The horses that he has recently had include Lucolo and Butler. His work is regarded as reliable and proficient. His racing colors are black, red maltese cross, red cap.

Among the many horsemen whom Canada has contributed to the turf in this country and who have taken an enviable position in racing circles, few have been more agreeably known than Mr. Edward A. Steeds. Born in Toronto, Ont., March 23, 1864, Mr. Steeds began his racing experiences in the establishment of Mr. R. Wilson, of Toronto, for whom he rode three years. His next engagements were with Mr. Charles Boyle for a couple of years, and then with Mr. George Hayden. After this he was with Mr. W. R. Babcock for two seasons, followed by a connection with Mr. William Mulkey, of Kansas City, a single season with Mr. J. E. Seagram, and two years with Mr. Frank Elliott. Then he trained and rode six years for Mr. D. Higgins.

This record represents an unusually long and varied experience, and Mr. Steeds' reminiscences of famous horses and turfmen date back to the initial meeting at the Brighton Beach track, where he rode several races. His record as a rider is one of many victories. At one time or another he rode such performers as Ada Glenn, Springfield, Kenyon and Bucksaw. With My Fellow he won thirteen straight races, and with Pericles ten races



EDWARD A. STEEDS

in one season. In 1896, he won many races with Sue Kittie. He is now conducting a public stable.

The great race courses that have existed for more than a generation in the vicinity of New York City have had



MARTIN R. LUCKEY

an undoubted influence in stimulating interest in racing affairs in all the communities thereabout. That many of the young men of the metropolis should devote themselves to business pursuits in connection with horseflesh seems not only natural, but, in fact, almost inevitable. Such has been the history of Mr. Martin R. Luckey, who was born in New York in September, 1867. He was twenty-one years of age when his first real connection with racing began. Previous to that time, however, he had made acquaintance with horses, having for several years been the manager of his father's livery stable.

In 1888 Mr. Luckey associated himself with Mr. P. Nagel for the purpose of acquiring a thorough knowledge of training methods. After one year he formed a partnership with Mr. William Oliver and had fair success with several good horses. When the partnership was dissolved, in 1892, Mr. Luckey for a short time placed his horses in the hands of Thomas Dolan to train. A year later, however, he took entire charge of the stable himself and has since handled all the horses that have raced under his colors. During that time he has had in training such good runners as Steve L., Blazeaway, Mazie, Kelturmo, Motorman and others, some of them his own property and several belonging to other owners. With Motorman he was very successful, bringing that horse into condition, so that in a single year he won eight races out of eleven starts.

Few men in the racing world have had a wider or more varied experience than Mr. John W. Driscoll, who has been a horseman from his youth up, and who, since turning his attention to training, has been successful with both runners and trotters. Mr. Driscoll is a Canadian, and comes of a racing family, his father being the owner of a race track. The son was born at Quebec, Canada, January 21, 1852, and began to ride for his father when only nine years of age.

On the death of his father he came to the United States and was engaged to ride for Mr. R. B. Forbes, of Boston, and afterward for Mr. M. H. Sanford, where he was under William Hayward. In 1872 he joined a stable of trotters and was thus engaged for several years. In 1876 he again returned to the running turf as a trainer of thoroughbreds and also rode in many races. In 1883 he became trainer for Mr. J. H. Shults, with whom he remained for a number of years at the Parkville Stock Farm. In 1893 Mr. Driscoll built his own stable on the Brooklyn Boulevard and embarked in business as a public trainer.

Among the famous trotters and pacers trained by Mr. Driscoll were: Thistle, 2.14; Isaquena, 2.21 $\frac{1}{4}$; Arrow, 2.13 $\frac{1}{4}$; John D., 2.23 $\frac{1}{4}$; Parole, Moderator, Tom Barry and many other animals that could trot in less than 2.30. Mr. Driscoll has never lost his interest in the thoroughbred horse. Some of his horses have been very favorably regarded, among them, Don Blas, Laurete and Nettie D. Laurete is by the famous sire Sensation, and as



JOHN W. DRISCOLL

a yearling ran a quarter of a mile in 24 $\frac{1}{4}$ seconds. Mr. Driscoll's racing colors are maroon, blue cap.

In the person of Mr. William H. Barrett we have another example of a New York boy who has grown up



WILLIAM H. BARRETT

among the turf influences of the metropolis, and has become an accomplished trainer. Mr. Barrett, who was born in New York, May 24, 1861, now makes his headquarters at Sheepshead Bay. His racing experience began in 1875, when he was engaged in the stable of Mr. James Galway as an exercise boy. After three years in this connection he started riding, in which he was exceedingly successful. His first winning race was on Marina. Subsequently he was employed by Mr. James G. Rowe as exercise boy and jockey, and while holding that position won a number of races.

Becoming too heavy to ride, he turned his attention to training, being offered a position to train the horses of Mr. David Baldwin, and he entered the employ of that owner, with whom he remained for two years. His next step was to open a public stable. It was inevitable that he should become an owner, and, accordingly, about this time he bought several horses, among them being Nellie Van and Kittie Van. His accomplishments with these runners was wholly satisfactory, for with them he won about fifty races, some of which were of considerable value.

More recently Mr. Barrett has given himself almost entirely to training again, having a public stable in which he has handled not only his own horses but those of other owners as well. In 1896, he had charge of the horses of Mr. Frank Seaman. Many good animals have come under his care. It is his intention that his stable shall be largely increased in the near future.

A native of the land of steady habits, Mr. Daniel W. Mooney has had a varied experience, but altogether with horses. He was born in Hartford, May 26, 1868, and when he was a boy of eleven years began exercising horses, continuing in that pursuit for about four years, in the latter part of the time being engaged in riding. Giving up his racing career for a short time, he became attached to Barnum's circus, riding in the hippodrome. That sort of life, however, was not at all to his liking, and after two years' experience he made a change, coming back to more congenial employment connected with the turf. His next engagement was as jockey with Messrs. Swayne & La Trove, for whom he rode one season. That was the end of his career as a jockey, however, for the usual fate of flesh beset him.

Accepting an engagement as assistant trainer with Mr. James G. Rowe, he remained with him for about five years, and then went with Mr. Jacob Pincus for one year. Then he had charge of the horses of Messrs. Easton & Theobald for one season, followed by a two years' engagement with Mr. W. H. Ryan, in whose stable were Adolph, Carmelite and others. With the stable of Mr. W. H. Mahon, to whom he was next attached, Mr. Mooney had undoubted success, for during the two years that he had that string he won for its owner seventy-five races. Mr. Mooney has owned Wallace G., Pocatello, Raleigh and others. He has also run



DANIEL W. MOONEY

a public stable, and has had the patronage of owners, who have the utmost confidence in his ability.

Although Mr. John J. Welsh is a native of Ireland, he is in every respect an American, since his entire life has been passed in this country. He was born December 28, 1872, and was brought to the United States an infant two months old. He was only eleven years of age when, in 1883, he began as a boy with the celebrated horseman, Mr. Jacob Pincus. Experience in a stable with Mr. Pincus at its head was an exceedingly valuable school, and the youngster profited very much by it. During the latter part of the time he rode a few races and was a winner in a fair portion of them.

It was in 1888 that Welsh felt that he had acquired sufficient knowledge of thoroughbreds to be able to do business on his own account. Accordingly, he left Mr. Pincus and started riding independently, and at once achieved sufficient success to amply justify his confidence in his own ability. He started in at the Providence, R. I., meeting, and during his early riding, out of about 140 mounts he won 35 races. He estimates that during his entire riding experience, he rode fully 2,000 races and won about 360 of them. He has been one of the good steeplechase riders since 1892, and in that branch of sport has been very successful, winning some of the important steeplechase events of the turf. His riding weight is 125 pounds and his racing colors are lilac green, gold tassel and green cap. Although he



JOHN J. WELSH

has devoted most of his time to riding, he has long held a trainer's license, and has some promising horses.

Born at Gravesend, L. I., July 4, 1868, Mr. George W. Meehan has been well known as the rider of many win-



GEORGE W. MEEHAN

ning races. His first employer was Larry Hart, in whose stable he exercised and rode for three years. Following this apprenticeship he became stable jockey for Mr. James H. McCormick for two years. Next he engaged with Mr. William Lakeland, and he closed his career as a jockey in the stable of Mr. William Mason. During his time he rode some of the best campaigners. Among them were Jim Douglas, Fawn, Crafty, Wonderment, Referee and Tattler. In 1886, he won 54 races. In 1887, he was successful in 24 out of his 95 mounts.

When nature overtook him he turned his attention to training, and was engaged to handle the horses of Mr. W. J. Roche, with whose stable he has long been connected. He has sent to the post such good ones as Mendicant, Lady Knight, Sir Knight, Free Lance, Lady Mottle and Friendship. Among some of the important events that he has won have been the Bay Ridge Handicap of 1887, and the Iron Pier Handicap, two years in succession, in 1884 and 1885. For the season of 1898, he is handling the four-year old Free Lance by Cavalier out of Lady Lawrence; the three-year old John Morrell by The Bard out of Florimel, and the two-year old filly Lioness by Daniel out of Lady Alice. He has been as successful as a trainer as he was when riding, displaying skill in bringing the horses under his charge into good condition and keeping them there. His work is keenly appreciated by those familiar with it.

THE AMERICAN TURF

The life of Mr. James J. Brown has been wholly devoted to the turf. Born in New York City, April 26,



JAMES J. BROWN

1860, he began riding pony and horse races for Phineas T. Barnum in 1873. In this employment he traveled throughout the United States and established a reputation as a successful and daring rider. This led to his being engaged by Messrs. Barr & Co. to exercise horses. He remained there till 1876, when he entered the racing establishment of the late Mr. William Astor. He remained with the Astor establishment until 1880. In the autumn of that year he transferred his services to the Messrs. Dwyer Brothers. He remained with the Dwyer Stable until 1884, when he was engaged by Mr. G. B. Bryson.

In 1888, Mr. Brown accepted an engagement to train for the Excelsior Stable, and with it again demonstrated his skill and experience in attaining the best possible results with the horses committed to his care. In 1889, Mr. Brown had charge of the stable of Ex-Mayor M. N. Nolan, of Albany, N. Y. After this engagement he went to the establishment of Messrs. McMahon & Garrison, training Eolian, Cyclops, Speedwell, Kempland, Ariel and other horses, and in the succeeding year was with the Empire Stable, in which Madstone, Tormentor and Ed McGinnis received his attention.

After a year with this stable, Mr. Brown opened a public stable, in which he has been successful, training many winners. He bought L. B. as a yearling, and the colt gives promise of being a consistent racehorse.

Mr. Philip John Littlefield is one whose career has been somewhat different from many of the professional trainers of the present day. As it has been necessary to note again and again, by far the largest proportion of men engaged in this work have come to it through their experience as jockeys. In Mr. Littlefield's history, however, there has been no chapter of jockey adventures. Having served a long and thorough course of instruction and experience in the general handling of horses, and having applied himself closely to the mastery of the art of training, he came to that pursuit thoroughly well equipped.

Mr. Littlefield was born in New York City in 1868, and in 1882 entered the employment of Mr. Larry Hart and commenced by exercising. That work he continued, for two years with Mr. Hart, for one year with Mr. William Davis and for one year with Mr. John Campbell. By this time there was little about the stable with which he was not thoroughly familiar. Many opportunities were opened to him to ride, but he never accepted, for, as he has said, he had no inclination for that pursuit, his whole ambition being in the direction of training. With Mr. Samuel Hildreth he began his practical training career. In Mr. Hildreth's Stable he was assistant trainer for seven years. Thence he went to the establishment of Mr. E. J. Baldwin, of Cal-



PHILIP J. LITTLEFIELD

ifornia, also as assistant trainer, for one year, and then took charge of the horses of Mr. William B. Sink.

In the person of Mr. Edward Johnson the turf has another example to add to an already long list of those who



EDWARD JOHNSON

have devoted a lifetime to training. Mr. Johnson began his acquaintance with horses at an early age and has won for himself an excellent reputation for the painstaking care that he bestows upon the thoroughbreds who are entrusted to him. Beginning his racing experiences in the stable of Mr. John Greyer, of New Orleans, with whom he served an apprenticeship of two years, he afterward entered the employment of Mr. George Rice, of Nashville. Only a short time elapsed, however, before he was engaged as foreman and assistant trainer for Mr. P. A. Brady, of Chicago.

Mr. Johnson's connection with the stable of Mr. Brady lasted for some two years, after which he became assistant trainer in the stable of Mr. Edward Corrigan. From Mr. Corrigan he transferred his services to Mr. E. J. Baldwin, the famous Pacific Coast turfman. In the Baldwin Stable, with which he remained for two years, he was especially successful with such members of his employer's string as Volante, Lucky B., Los Angeles, Norfolk and others. A three years' campaign with Mr. Edward Brown, better known as "Brown Dick," followed his connection with the Baldwin Stable and added to his reputation as a proficient trainer. Upon the termination of his contract with Mr. Brown he took charge of the stable of Mr. Chauncey Jacobs, of Boston, then entered the service of Mr. F. Hadlick and more recently was employed as trainer of the stable of Mr. R. N. Ellis, owner of one of the large establishments on Long Island.

Many turfmen who in subsequent years became distinguished as jockeys, trainers or owners, started in the stable of the first Mr. August Belmont. A list of their names would number scores or perhaps hundreds. Of this large army a considerable proportion have been favorably known by all followers of the race course, and no small part of the influence for good that has come out of the Belmont establishment has been felt in the work done by this class of horsemen.

Among those schooled under the watchful eye of Mr. Belmont, was Mr. Augustus Hanon, who was born in New York City, May 12, 1862. A boy of only ten years when he joined the stable of Mr. Belmont, he was advanced to ride when he was fourteen years old. His first winning mount was Medora at Monmouth Park in the July Stakes, and the following year he won the same stakes. For five years he was one of the most successful Belmont jockeys. After he became too heavy to ride he still remained with the Belmont Stable as assistant trainer to Mr. Jacob Pincus, and during this part of his career handled Jack of Hearts, Carnation, Forester, and others of prominence. His connection with the Belmont establishment lasted, all told, about eleven years.

In 1883, Mr. Hanon became trainer for Mr. James Shields and in 1887 took the position of second trainer in the stable of Mr. M. F. Dwyer. For some years he



AUGUSTUS HANON

trained for Mr. Isaac Dahlmann, of the Empire Stable. He also trained a public stable and has had his own horses.

Particularly conspicuous as one of the good jockeys during the later eighties, Mr. Paul Fox has turned his



PAUL FOX

long and solid experience with horses to the advantage of himself and other owners by engaging in training. Mr. Fox is a native of Boston, Mass., where he was born June 12, 1875. His racing experience began with Mr. Robert Forbes, the well-known sportsman, brother of Mr. W. H. Forbes. For many years he was connected with the largest sale and livery stable in Boston, that of Messrs. Draper & Hall. This gave him experience with horses that was very valuable.

Mr. Fox's early career in the saddle was in riding prize winners at the Horse Show and pony races at Mystic Park, and he won races on such horses as Pacific, John L. and others. Leaving the stable of Mr. Forbes, in 1890, he attached himself to the Empire Stable of Mr. Isaac Dahlmann. In 1893, he rode for Colonel Jacob Ruppert, Jr., and in 1894, became connected with the Dwyer Stable, riding some of the best horses in that establishment. He also rode outside mounts for Messrs. Daly, Boyle & Littlefield, Clason and others.

Several of the races that Fox won were of a sensational character. Of this description were his win on Poor Jonathan at 300 to 1; his success with Chattanooga for Colonel Ruppert at 100 to 1, and his winning on The Baroness at 100 to 1. His achievements finally won for him the appellation of "Long Shot Fox." When he became too heavy to ride he engaged in training, to which branch of the racing business he is now devoting himself.

From the Pacific Coast has come a small contingent of turfmen, who have been conspicuous by their attachment to racing affairs. Among these Mr. John J. Sheridan is particularly worthy of attention for his consistent adherence to the best traditions of the turf and for the general success that has marked his career. Born in San Francisco, December 12, 1872, he received a complete public school and collegiate education. After that he was employed for a short time at the Union Club, of San Francisco, and in 1888 made his first racing connection.

His start in turf life was in the stable of Senator George Hearst, under Mr. Matt Allen, and afterward with Mr. Albert Cooper. There he handled such horses as Tour-nament, Algernon, Anaconda, Miss Belle, and others, who contributed to making famous the colors of the Hearst Stable. Many of these champions were ridden by Sheridan, as well as trained by him. When Senator Hearst died and his stable was dispersed, Mr. Sheridan became connected with the Keene Stable, acting sometimes as agent for the owners. In 1893, he handled Peter the Great, Aurelian, Torchbearer and others. In 1896, he owned Earl Li, a two-year old, and was also engaged in training for the stable of Parrott & Co., who had



JOHN J. SHERIDAN

a number of good two-year olds. He is still engaged in training, having a well-patronized public stable.

Born at Hanan-on-the-Main, in 1862, Mr. Henry Wehrhahn came to America at an early age and entered



HENRY WEHRHAHN

the stable of Henry Bass as exercise boy. He soon became a proficient rider and was extremely popular. It is, however, as an owner and trainer that Mr. Wehrhahn has been well and favorably known to the racing public of the present decade.

During the time the Guttenberg Track was in the height of its popularity Mr. Wehrhahn had a number of good horses and was very successful with them, winning many of the largest purses. His experience has been such that he has acquired a thorough mastery of the art of training, which knowledge is the essential qualification of a competent horseman. Recently Mr. Wehrhahn has devoted his time principally to his own horses, among them the reliable performer, Princess India, a chestnut filly, foaled in 1895, by Buchanan out of Indian Princess. As a two-year old she ran some good races, and will, no doubt, place many purses to the credit of her owner in the future.

In 1897, Mr. Wehrhahn purchased from Messrs. L. S. & W. P. Thompson the brown colt Orthos by Faverdale out of Orageuse, and the chestnut filly Sweet Sound by Faverdale out of Cadence. These, however, he subsequently sold. Being possessed of ability and devoting his entire time to the horses in his stable, we may well expect that in the near future Mr. Wehrhahn will be found among the noted men of his profession.

When about sixteen years of age Mr. George Chandler, who is a native of Brooklyn, began his racing career by exercising for Mr. J. Cook. Afterward he was with Mr. Phil Duffy and Mr. James H. McCormick, but gained in weight so rapidly that he took to riding jumpers, and has since been constantly in the saddle in this class of races. He has ridden such good jumpers as Hercules, Charley Maines, St. Anthony, Sanford and others equally famous. In 1892, Mr. Chandler began to train, and had Lowlander, Belwood and St. Anthony under his care. Since 1895, he has been engaged as trainer with the Erie Stable of Mr. F. D. Beard.

That racing instinct and racing skill run in a family is a fact that is constantly brought to the attention of anyone who examines our turf records, even in the most casual way. Several such instances have already been pointed out upon other pages of this volume, and to them must now be added the two Luckey brothers, Martin R. and James M. Born in New York City, December 26, 1869, Mr. James M. Luckey was first engaged with the stable of Mr. John Seaman, and remained there for a period of two years. During the ensuing three years, he was connected with the stable of Mr. George Davis, and subsequently with those of Mr. J. Flynn and of other owners, being engaged in different capacities. This occupied him until 1896, by which time there were few turfmen who had a more complete knowledge of the thoroughbred or who were more competent in all matters relating to racing. In the year last mentioned, Mr. Luckey went into business for himself, being engaged with his brother, Mr. Martin R. Luckey. Their horses and their success have been elsewhere referred to. More recently he has had Florence Bealy, George Simons, Curacoa and



JAMES M. LUCKEY

Motorman. His racing colors, white, purple sleeves, red cap, are likely to be seen often at the front.

Few trainers have passed through many years of experience without, sooner or later, meeting with discouraging conditions and having to combat with propositions of the most disheartening character. Some of them have succumbed to the difficulties that they were called upon to face, while others by their energy and persistence have pursued their work courageously and in the end achieved victory where nothing less than defeat seemed likely to be their certain fate. The man who can be successful under favoring conditions may undoubtedly be possessed of merit. He who is able to come to the front when everything has been against him has something more than mere ordinary stamina in him. Mr. Orson J. Decker may be fairly considered as belonging to the latter class, since, during many years of his professional career, he had almost overwhelming odds to contend with owing to the unpromising material which was given to him to handle and from which he was expected to develop winners.

Before he came into the thoroughbred field Mr. Decker was identified with trotting horses. He was born in Hillsdale, N. Y., in 1849, and until middle life had a varied business experience, finally, for four years after 1883, being employed as cashier in the Astor House, of New York City. The fondness for horses that had always been with him induced him to buy a number of racers, which he entered on the Eastern circuit, among them being Red Elm and St. Mark, who were frequent winners. Red Elm, in particular, ran many creditable races. Out of twelve starts that he made in succession at one time, he won four and was placed five times, coming in third on three occasions, and never being unplaced, a record that speaks well for the skilful training by Mr. Decker.

About 1893, Mr. Decker disposed of his horses and engaged to train the stable of Mr. John Healy, who had up to this time been successful in his ventures on the turf. This was the period of Mr. Decker's discouragement. The material upon which he had to work did not respond to his painstaking efforts, and for a time all his energy seemed to be in vain. Mr. Healy finally decided to give up racing so ill was fortune treating him, and accordingly sold his horses to Mr. M. F. Stephenson. Mr. Decker continued to train the stable, and success finally crowned his untiring efforts, when, in 1896, his charges made reputations for themselves by beating some of the best horses that were run on the Eastern tracks. Hanwell, a son of Hanover, has been the best member of the stable, which also has contained Euphemia L. and other good ones. With Hanwell he won the Coney Island Handicap, the same horse being second to Hastings in the Toboggan Slide, third in the Harlem Stakes and third in the Grass Inaugural, and in 1898, has rewarded his trainer by frequently winning.

For a period that has now extended over fifteen years Mr. J. J. Cantwell has been conspicuously identified in many important ways with racing interests, especially in the vicinity of New York. He was born in Brooklyn August 1, 1866, and in his youth imbibed a taste for all those sporting and athletic indulgences generally that have constituted so notable a feature of metropolitan life in this closing part of the century. Originally a baseball player, and otherwise an interested participant in miscellaneous sporting affairs, Mr. Cantwell naturally drifted into racing, and found when he had once entered upon that field of activity that he had an inborn penchant for it. Thenceforth that engaged all his attention and his undivided energies.

It was in 1880 that he first began to feel more than a superficial attraction toward the turf, and soon after that time he entered the ranks of racing owners. Wayward was the first horse that he owned, and his success with that animal, who won many good races for him, was of such a satisfactory character that he felt abundantly encouraged to continue in the career that he had marked out for himself. Another good horse that he owned was Hyacinth, who was successful in substantially adding to his bank account and increasing his fame as a turfman. It is also one of the agreeable things that he has always carried in mind that he was once the owner of Lowlander, but whom he sold to Mr. Fred Lowe before that son of Lowland Chief won the Suburban in 1893, at long odds.

Another speedy horse that he once owned was Discount, a brilliant youngster, who passed into the hands of Mr. J. W. Rogers and has since won numerous races. A striking feature of Mr. Cantwell's career is strongly brought out by these references to Lowlander and Discount. He has always been a large purchaser of yearlings, whom he has handled in a manner that has brought them into such good form that he has been able to dispose of them at excellent prices, and has also had the gratification of seeing their subsequent careers fully justify the judgment that he had placed in them. As a trainer he has been very successful, and Lowlander and Discount are only two examples of the many whom he has handled and who have brought credit upon him.

Recently Mr. Cantwell has owned Beekman,—a son of Falconer and Maggie Ward,—who, in 1897, showed excellent speed. At the Fall Meeting of the Pimlico Driving Club, in November, 1897, Beekman won a five furlongs dash in 1 minute, 5½ seconds, beating Princess India and Laural Leaf. Mr. Cantwell has also been from time to time interested in bookmaking, and in connection with his other ventures has recently had a half interest in one of the prominent books. He has made many friends among his racing intimates who recognize his abilities and his sterling personal qualities.

Beginning his public career as a jockey, Mr. George Sigler has not been less distinguished as a trainer. He is a native of Michigan, having been born in the town of Niles, in that State, in 1873. Although comparatively a young man, he has had a racing experience that covers some sixteen years and has been full of variety, stirring incidents and praiseworthy accomplishments.

For the first few years after he entered upon turf life he was engaged in the customary routine of work about the stable and profited to the fullest extent by his opportunities, gaining a sound knowledge of the horses with whom he came in contact and the best methods of riding and handling them. When he came to receive his first mounts he was recognized as a young man of undoubted capacity. In 1887, he rode for Mr. James Gray, winning on Dare, Jim Gray, Withlow and numerous others. Afterward he entered the employ of Mr. James Davis, with whom he was engaged for a period of seven years. During that time he rode many of Mr. Davis' horses, and was also engaged as foreman of the stable, his proficiency in the latter position being fully demonstrated in many successive seasons. His record as a jockey was of a high character. Although he did not ride as frequently as some other members of the profession, his proportion of winning races out of the number of mounts that he had was of a creditable character.

In training, he has been even more successful than he was in riding, and during the last few years he has had the handling of some very good runners. The most prominent horses that he has brought to the post have been Golow, Minoco, Katie B., Governor Sheehan, Storm King and Captain Kidd. His success with these and other horses that have come under his charge has been of the most decided character and stamped him as a trainer of merit. During two years his horses won forty races. Out of this number twenty-five were captured by Minoco, Katie B. and Golow, while in fifteen instances Governor Sheehan, Storm King and Captain Kidd flashed first by the stand at the head of their fields.

In late years Mr. Sigler has had in training several of these old campaigners with whom he has won success, particularly Storm King, Governor Sheehan and Captain Kidd, and has also had Storm Queen and other good ones. For a time he trained for the stable of Mr. C. H. Gorman, and has had many two-year olds, in the handling of whom he has shown a great deal of skill and good judgment. His entire career has been another illustration of the amount of talent and subtle qualifications that have been called into existence and developed by the demands of the turf during the present quarter of a century. The situation has created a class of capable men, who in their line of pursuit are unequaled anywhere in the world, and of these Mr. Sigler is a notable example.

For nearly twenty-five years Mr. Matthew Feakes, one of the best known trainers of the present day, has been connected with the turf in England and in the United States. He is one of the best, as he has been one of the foremost, representatives of the little company of English horsemen who have found the best field for the exercise of their talents in this country. His services in the United States have extended over a period only a little short of twenty years, which has covered one of the most brilliant eras of the American turf.

Mr. Feakes is a native of Cambridge, England, where he was born in 1860, and his early career is, in substance, simply a repetition of that of other men who have attained eminence in the profession to which he has devoted himself. Entered as a stable boy in one of the famous English establishments, he served a long apprenticeship there, and, passing through various ranks of employment, became well known as an able trainer before 1880. It was in 1881 that he left his native land and came to the United States. Upon his arrival in this country, his reputation being well known in turf circles, he readily obtained employment, his first position being that of foreman in the stable of Mr. Pierre Lorillard. He retained this connection for some five years, and there added to his education as an English trainer a practical knowledge of thoroughbred training in this country and of American racing methods that went far toward laying the foundations of the great success of his later years.

Ultimately, however, Governor Bowie, of Maryland, one of the most enthusiastic lovers of the "sport of kings" in that period, and owner of many fine specimens of the thoroughbred race horse, persuaded Mr. Feakes to join his staff. In the Bowie Stable he handled Belle d'Or, Vosburg and several other first-class runners, and met with generally excellent success, his horses being brought to the post in good condition and being frequent winners. The connection of Mr. Feakes with the Bowie Stable ceased only with the death of Governor Bowie and the sale of his horses.

For a short time Mr. Feakes was employed with the Messrs. Burridge Brothers, where he handled St. Felix, Coxswain, Tom Watson and others. Since 1893, he has been the trainer of Messrs. B. F. & William P. Clyde, owners of the Goughacres Stable. There he has had charge of such noted horses as Peacemaker, Lustre, Carib and others. More recently the string trained by him has included the five-year old Liffy by Ballinafad; the four-year old Cacique by Iroquois; the three-year olds Momentum by Sir Modred; Irwin by Executor; Clonsilla by Enthusiast; Kilt by Kantaka, and Tyrian by Tyrant; the two-year olds, Evident by Executor; Golden Buckle by Golden Garter, and Over All by Top Gallant; four two-year old Executor fillies, Evident, Europa, Etona and Elfin, and one Executor colt, Eager.

Out of Tennessee have come many of the most famous jockeys, trainers and other turfmen. Scarcely second to Kentucky has that State been in the prominence which its thoroughbred breeding and racing interests have assumed. Every man and boy in Tennessee must sooner or later have some connection, even if remote, with turf affairs, and a racing interest seems to be really the natural inheritance of every Tennessee born individual.

Born amid the favorable surroundings which that racing State presents, Mr. Howard Williams has had a career in every way worthy of his nativity. He is a native of Gallatin, the centre of some of the greatest breeding interests of the South. His birth occurred April 29, 1860. While most boys think that they are doing remarkably well if they become attached to a stable by the time they have entered their teens, Mr. Williams exceeded them in his youthful enterprise. He was only nine years old when he became an apprentice in the stable of A. C. Franklin. For a space of five years he remained in the employ of that gentleman, and in that time applied himself so closely that when he was called upon to join the stable of Mr. George H. Rice as jockey few boys could surpass him in knowledge of his work. For seven years he rode for Mr. Rice and became very successful. Such horses as Wanderer, Volcano, Grey Steel, Creedmore, Fairplay, Whisper, Add, Arizona, Nevada and many others were guided to victory by him, and he won scores of the great stakes, such as the Alabama Stakes and the Flash Stakes of 1872, the Nashville, the Baltimore, the Westchester and the Monmouth Cups in 1874. Wanderer won five races out of eight starts, four of which were cups; Arizona fifteen out of nineteen starts in one season and Nevada seven races out of nine starts. Numerous other stakes Mr. Williams placed to his credit during his extended and successful career. Particularly conspicuous among them were the Savannah, Ga., Cup in 1874, the Barrie Pot, in Canada, the same year, the Louisville St. Leger in 1876, the Dixie Stakes and the Louisville Hotel Handicap in 1877, and the Cumberland Stakes in 1876.

After seven years of riding he graduated from the saddle and took a position as assistant trainer in the stable of Mr. Edward Corrigan. Three years with Mr. Corrigan, three years with Mr. W. E. Applegate and a short term of service with Messrs. Madden & Strauss, were followed by an engagement to be the trainer of Mr. W. M. Wallace, when that gentleman was first organizing his stable. His success with Mr. Wallace's horses has stamped him as one of the clever trainers of the present generation. During his career he has handled many excellent horses, among them Plesantry, Fannie S., Potentate, Harry Reed, Ella Reed, Applause, McKee, Rossetta, Jessie Taral, Lollie Easton, The Commoner, The Winner, Orinda and many others.

As the character, reliability and importance of a stable may at all times be judged by the class of men who comprise its staff of trainers, riders and other employees, so may the standing, stability and honesty of a trainer be measured to a considerable extent by the fame of the stable that avails itself of his professional services. From this point of view the connection of Mr. Frank Kelly with the stable of Mr. H. Eugene Leigh at once locates him in a high place in the profession.

Mr. Kelly is a native of Woodstock, Canada, and was born in 1863. Like most of the men who have been connected with the turf as active workers, he may be said to have given his entire life to the calling. The society of horses has been his chief delight from the time that he was first able to understand them. In 1877, when he was but fourteen years of age, he had already had experience as an exercise boy, having been attached to the stable of Mr. Charles Boyle, of Woodstock. For four years he maintained his connection with that establishment and came out of his apprenticeship thoroughly well equipped for the work that was before him. In 1881, he transferred his services to Mr. Erastus Burgess, of Woodstock. No longer was he confined to the tasks of an exercise boy, for he was soon promoted to do some riding and faithfully executed the trust that was placed upon him.

With the thorough experience that he had now gained he felt impressed with the idea that opportunities were open before him in a broader field than that in which he had up to this time labored. Accordingly in 1883, he came to the United States, and, with four horses that he had purchased, Glendower, Betty Scott, George Gibbs and Traction, rode on all the principal courses of the South. One season, however, was all that he then gave to personal ownership, and, selling his stable in 1884, he accepted an engagement as trainer with Mr. F. E. Sage, with whom he remained for four years. His association with the stable and the La Belle Stud Farm of Mr. Leigh, which began in 1888, and has been uninterrupted down to the present time, has been of the most interesting and important character. The great campaigners that have so frequently carried Mr. Leigh's colors to the front have owed no small part of their winning power to the careful and capable attention that Mr. Kelly has given to them in order to bring them to the post in fit condition. His charges have, as is well known, been identified with many notable events, and by their work have reflected credit upon their trainer quite as well as upon their owner. Mr. Kelly is an excellent judge of the capacities or possibilities of the horses that are placed in his charge, and has shown exceptional skill in the application of good methods to their treatment. Although he has consistently and closely applied himself to training, he has in later years owned several prominent horses.

From the time he was eleven years of age, Mr. Luke Pryor, owner and trainer, has been identified with the turf world. He was born in 1861, near Corepton, England, and at the age of eleven years began his duties as exercise boy under the instruction of his father, Mr. John Benjamin Pryor. The elder Pryor was born in Virginia in 1812, and died December 26, 1890. He was one of the best known horsemen of his day, and, in 1872, was engaged as trainer for Mr. August Belmont, and it was at this period that his son first entered upon his duties.

His services continued there two years, when both the elder and younger Pryor transferred their allegiance to the stable of Mr. Francis Morris. This engagement lasted until 1881, and during that time nothing was left undone that might lend itself to the perfection of the young man's education in a turf sense. He became proficient in every detail of his profession, and during the latter part of the long, profitable and pleasant term at the Morris Stable, he was advanced to the position of assistant trainer under his father.

During this tenure of seven years Mr. Pryor made a number of trips to Europe with his father, traveling extensively in England and France. All of this served to sharpen his understanding and widen his knowledge of the necessary phases of his calling, and his tuition under his father proved most fortunate.

After closing his engagement with Mr. Morris, he joined his brother, Mr. William Pryor, in a partnership, and they became the owners of Saxony. This horse they trained and entered a number of times. They finally sold the horse, and soon afterward Mr. Luke Pryor opened a public stable, which he continued until 1895. Disposing of this enterprise, he contracted as trainer with Mr. Johnson, of the Columbia Stable. It may be noted that the horses trained by Mr. Pryor during his long career included some eminent ones, particularly Beck, Benedict, Prairie, Saxony, Voltaire, Daisy Woodruff and Navigation. The horses, Saxony and Atlantic, were among the number that he owned. His colors, the bright red-spotted jacket and blue cap, have stood for victory in many an event, the purses that he has won having included a handicap in 1884, at Monmouth Park; two other purses on this course, and one with Saxony at Brighton Beach in 1886; a big stake at Morris Park in 1895, and the two-year old stake with Bon Ami.

Mr. Pryor has now retired from active participation in turf affairs. His comfortable home in Holmdel, N. J., is one of the facts in evidence to prove the success that he won during his career as a turfman. Certainly no one had greater opportunity than he in an educational way, and the use that he made of it was shown in the results of his work. His entire career has been an illustration of the value of thorough training in youth, and has earned for him the respect of his fellow turfmen.

Once a turfman, always a turfman, seems to be quite as fixed a rule in racing as it is in most other employments to which men devote themselves. When a man has once been inspired by love of the thoroughbred and by an enthusiastic interest in racing, the passion is likely to last him for his lifetime. He may make an endeavor to break away from it from time to time, or business or other demands upon him may make it imperative for him to drop from the ranks. Sooner or later, however, he is certain to return and take up again the pursuit from which he had separated himself, and he becomes as enthusiastic and energetic in following the races as ever before.

Instances illustrative of this proposition will readily occur to every reader. Attention need only be called to great turfmen who, like Messrs. Belmont, Lorillard, Keene and others, come in this category, having now and then retired from the field only to return, more active than before. It would be possible to multiply these instances many times over, and the subject would be an interesting one to pursue would space permit. The fact is, that the thoroughgoing turfman rarely, if ever, voluntarily retires from the pleasures of racing, for the element of sport in this pursuit gives it a fascination such as does not attach to any other business. Only one among many of those who have here been classified in this manner is Mr. James Fleming, who for many years was prominent, especially upon some of the smaller race tracks, and who retired from the field for some length of time, but again returned to achieve further honors in the occupation that has such an attraction for him.

Born in Pennsylvania in 1859, Mr. Fleming became identified with the turf by forming, in the first instance, in the early nineties, a stable in which were three good horses, Captain Spencer, Con Lucy and Drizzle. Additions were subsequently made to his string, and, being an experienced horseman, with some original ideas about training, he handled his charges successfully. The horses were first entered at the Gloucester track and afterward at Washington in the years 1892 and 1893. They won many good races, and from a financial point of view made two good seasons for their owner.

At the end of the season of 1893, Mr. Fleming sold his stable and retired. Within three years, however, he was back again in the field, having purchased four yearlings, who were expensive, fashionably bred and very promising youngsters. These were Laura May, a handsome bay filly by Rossington out of Helena by Longfellow; Maid of Richfield out of Bagatelle; Warrington, a good-looking two-year old by Fairview out of Gertrude, and a Reporter colt out of Mary M. Mr. Fleming during both periods of his connection with the turf has been an example of the hard-working, unpretentious horsemen who have devoted themselves to racing as a matter of business, and have found both profit and pleasure therein.

In some particulars the Irish turf has rivaled that of its English neighbor and progenitor. Naturally, racing in Ireland has never attained to the prominence that it has in England, for one reason, if for none other, and that is the disproportion in wealth between those two important sections of Great Britain. Nevertheless, the Irish people have always been quite as enthusiastically devoted as their English brothers to "the sport of kings." They have maintained a great deal of good racing, have paid considerable attention to breeding, and not a few of them are well represented year after year upon all the great English courses. In the matter of jockeys and trainers they have succeeded in creating what may be almost fairly considered a national racing school.

It is an interesting and a suggestive fact that many of the greatest jockeys and trainers known to the English and American turf for generations past have either been natives of Ireland or of Irish descent. They have taken naturally to the thoroughbred, and with the cleverness that is characteristic of their race, have developed into turfmen of the first class in whichever branch of racing affairs they have been engaged. Prominent in this class by reason of his thorough training, his dash and his general ability, has been Mr. John Kenny, who was born at Kildare, Ireland, in 1864. According to the custom that largely prevails among the people of his native place, he was, when he expressed a desire to prepare himself for a racing career, apprenticed to Mr. Pat Dorsey. His master, who was an old trainer, was considered in his time to be one of the best anywhere in Ireland. With Mr. Dorsey, Kenny remained for five years, serving faithfully and advancing in attainments until he finally became noted as a daring and successful rider, both on the flat and over hurdles.

In 1880, Kenny came to the United States to ride for Mr. August Belmont in flat races, but remained here only one year. Returning to Ireland, he rode for Lord Rushmore, and, in 1885, came back to the United States. His first mount in America after his return was on Andy Woodward, a 100 to 1 chance, who won his race, beating Revenge and other prominent horses. During the succeeding two or three years Kenny rode for several owners, keeping an independent position, but finally engaged permanently with Mr. J. P. Dawes, the Canadian owner, who had a fine string of jumpers. One of Kenny's most noteworthy races occurred early in his American experiences. The occasion was at a meeting in Boston when his mount, Puritan, beat Frank Shaw, a noted crack, by a head, over a long course.

In 1896, Mr. Kenny became trainer for the Honorable William C. Whitney at that gentleman's Long Island farm. He, however, finally decided to race on his account, and purchased a number of carefully chosen horses, among them Maretti by Macaroon, and several two-year olds.

The little section of Long Island that lies just outside of the City of Brooklyn and is popularly known under the names of Gravesend, Brighton, Coney Island and Sheepshead Bay, has within the present generation grown to be a great racing community. In fact, a very considerable proportion of the social and business interests of the locality, outside of that which is solely identified with the summer resort features of the place, has for a long time been exclusively concerned with racing affairs. The necessary industries that pertain to racing enterprises have naturally been attracted thither in large numbers by the presence of the great race courses, and the population is engaged generally in catering to the needs of those who support the race courses either as active turfmen or as interested patrons of the race meetings. Undoubtedly a similar condition of affairs exists nowhere else in the country, and one may feel perfectly sure of speaking within bounds when the statement is made that its like is not to be seen anywhere in the world, except perhaps at the famous English Newmarket. The situation is an interesting one, and is worth more than the momentary consideration that can be given to it here.

The influence of the surroundings that attach to the neighborhood of these Long Island tracks is really a matter of considerable importance in racing matters. That it has developed many useful turfmen has already been pointed out in many instances that have been recorded in this volume, and it has thus contributed in no small measure to the general activity in turf affairs, even outside of that particular region. A boy born in Gravesend, as was George F. Kelly, who first saw the light of day in 1869, is almost inevitably destined to a turf career unless some unforeseen circumstances arise to turn him from the straight and narrow way that opens before every one of his kind and leads directly to the race course. Mr. Kelly's father is the proprietor of a hotel near the race track. His house has long had a high reputation among horsemen, and has been for years the headquarters of many turfmen and other patrons of the race courses. The elder Mr. Kelly has had an extensive acquaintance among frequenters of the races, and his establishment is one of the landmarks of Gravesend, around which cluster some of the interesting memories connected with the American turf.

Mr. George F. Kelly, after receiving a good public school education, learned to ride, and for several years had mounts on the horses that his father owned and ran from time to time. In 1896, in the Kelly Stable were three horses; one by imported Laureate and one by Kingston, were promising animals. Mr. Kelly began training in 1897, and, in addition to his own horses, has been engaged in training for others. The Kelly stable adjoins the Brooklyn Jockey Club track, whereon the elder Mr. Kelly's hotel stands.

Born at Richmond, Va., in 1850, the entire life of Mr. Albert Cooper has been devoted to riding and training race-horses. From an apprenticeship served in the stable of Mr. Calvin Green, and afterward with Colonel McDaniel, covering a period of some eighteen years in all, Mr. Cooper came to be foreman in the stable of Mr. Wyndham Walden, where he remained nearly four years, up to the time that he engaged with Mr. Joseph Donohue as trainer. After a year's service with that gentleman, he resigned to accept a similar position with John O'Donnell, but subsequently entered the employ of Secretary J. E. Brewster, of the Washington Park course at Chicago. He left the service of Mr. Brewster after some two and a half years. He began to train the horses belonging to Mr. E. J. Baldwin, better known as "Lucky" Baldwin, and with whom he remained eleven years.

During his engagement with Mr. Baldwin, Mr. Cooper had the satisfaction of seeing many of his charges returned winners of numerous valuable racing events, and his record availed to secure for him a position with Mr. Theodore Winters, with whom he remained nearly two years, and until he began training for Mr. J. B. Haggin. The same marked ability that had always distinguished him was further demonstrated

by his handling of Mr. Haggin's horses, and his services were sought by and secured by the Messrs. Hough Brothers, with whom he remained some two years, when Senator George Hearst employed him. When Mr. Hearst died, Mr. Cooper bought several horses, and continued racing them until the Messrs. Keene made him an offer to train their horses, which he accepted, at the same time disposing of his own stable. Thence-

forth he gave his attention to the horses placed in his charge by the Keenes, and after two successful years in the employ of those gentlemen, he opened a public training stable, and has since handled the horses of Mr. W. A. Chanler and a number of other owners, besides several of his own.

Mr. Cooper has ridden many noted performers, among whom were Julina, Oakland, Blackbird and Lady Blessland, and has trained such stars as Tournament, Mollie McCarthy, Clara D., C. H. Todd, Miss Ford, Volante,

Lucky B., Gano, Fallen Leaf, Aurelian, Stephen J., Set Fast, Caldron, Rosedale and Hyderabad. The last-named horse he sold as a two-year old to the Messrs. Keene for \$30,000, having bought him as a yearling at the Rancho del Paso sale for the moderate sum of \$375. The St. Louis and the Chicago Derbys, the Belmont and the Great Trial Stakes, and many others, have from time to time been won by horses which have been prepared under the skilful care and attention of this student of the thoroughbred, and Mr. Cooper is to-day ranked among trainers of the first class.

At the present time Mr. Cooper is managing a public stable, where he trains his own horses and those belonging to several other owners. He has the three-year old bay colt Murillo by Morello out

of Snowdrop, the property of Mr. J. G. Follansbee, and the two-year old black colt, Mr. Speaker by Victory out of Alabama. He has also in his stable four good ones of his own. They are the seven-year old bay horse Aurelian by Sir Modred out of Aurelia; the three-year old chestnut colt Ison by Isonomy out of Camilla; the three-year old chestnut colt Sculptor by Torso out of Loleta, and the three-year old bay filly Flame II.



ALBERT COOPER

Mr. Thomas Greene was born at Charleston, S. C., March 5, 1859, and when yet a youngster entered the stable of Mr. Anthony Hall as an exercise boy. But he was ambitious, and, desiring to acquire learning that would better fit him for his battle with the world, gave up his position and became a student in the public schools of Charleston, where he remained five years. At the end of this period he engaged with Mr. Henry Horres, working with him on and off some ten years, when he entered the stable of Mr. A. J. Cassatt. His close application to his work soon fitted him to assume a position as assistant trainer with Mr. W. P. Burch. In the employ of that gentleman he remained until some five years later, when, at his own instance, he left to join Mr. Green B. Morris.

Afterward with Mr. W. C. Daly, Mr. Greene served three years, one year each at separate times, and with R. Bradley he served one year. During his engagement with the above-named horsemen he saved sufficient to enable him to buy several horses of his own, which he entered in many of the Eastern stakes. His success as an owner was not exceedingly profitable, and he thereupon engaged with the Messrs. Keene as toleman, to handle their horses and to superintend the stable in general. During his career Mr. Greene has trained many horses whose names are familiar to racegoers, among which may be mentioned: Civil Service, Blitzen, Count, Fidelio, Terrifier, Bolero, Horoscope, Rhodesia, Royal Rose, Juno, and many others. Among some of the victories achieved by his charges have been the Oriental Handicap with Fidelio, at Sheepshead Bay in 1892, and the same year many of

the big stakes at the Sheepshead Bay and the Brooklyn race courses, with Prince George and Count, as well as the Gaiety Stakes at Morris Park in 1896, with Royal Rose. Mr. Greene's experience has been an extended one, and it has undoubtedly fitted him to fulfil his present position with entire satisfaction to those who employ him.

Mr. Greene is now engaged with a division of Mr. James R. Keene's stable. There he has charge of several of Mr. Keene's most distinguished performers, besides a good lot of promising two-year olds. The principal veterans that he is looking after are the five-year old brown horse, Ben Brush, the great Suburban winner, by Bramble out of Roseville; the four-year old bay mare, Rhodesia, by Wisdom out of Faustine; the four-year old bay mare, Royal Rose, by Royal Hampton out of Belle Rose, and the four-year old chestnut horse, Horoscope, by Amphion out of Fair Vision. He also has these three-year olds: the bay colt, Fugleman, by Falsetto out of Queenston; the bay filly, Queen of Beauty, by Tournament out of Miss Milly; the bay colt, Tickler, by Himyar out of Lizzie; the bay colt, Loiterer, by Marden out of Lucille; the brown colt,



THOMAS GREENE.

Slasher, by Simon Magus out of Vanduara, and the black colt, Game Boy, by Falsetto out of Lucy Wallace. His two-year olds are: Choral by Chorister out of Royal Gem; Sweet Caporal by Hyderabad out of Frugal; Sheik by Hyderabad out of Musical Gem; St. Lorenzo by St. Leonards out of Dart Maiden; Veracious by St. Leonards; Warhead by Tournament; Interferer by Meddler; Red Clover by Kallicrates, and Don Porfirio by St. Leonards.

Mr. Henry Harris was born in New Orleans, La., March 7, 1861, and has devoted some twenty years of



HENRY HARRIS

his life to his profession. His first engagement was in the stable of Mr. James Davis of Nashville, Tenn., and after six years of thorough work there he divided his time successively between such well-known horsemen as Mr. William Bird, Mr. George H. Rice, of Nashville, and Mr. Burnham, of Cesadaga, N. Y. After nine months' service as trainer on the staff of Mr. J. J. Hyland he resigned, and accepted the position as foreman with Mr. Frank Midgley, who at that time was the trainer for Commodore J. E. Kittson, of Chestnut Hill, Pa. There he remained for a period of almost four years.

By this time his work had attracted the attention of many turfmen and he was engaged by Mr. Walton, better known as "Plunger Walton." Afterward he took charge of Frank Seaman's Strideaway and other horses, and during the ensuing three years won many races with them. Then he became connected with the stable of William M. Barrick, who owned at that time Dr. Hasbrouck. For several years Mr. Harris has been training the stable of Mr. J. E. McDonald. There he has had charge of Albanian, Flax Spinner, Central Trust, Mayor Grant, Bettie Gray, Belle of Troy, Storm Cloud, A. N. B., Pickwickian and Red Snapper. He also has several horses of his own which have shown good form and are likely to prove profitable to their popular owner.

Born in 1864, in Austin, Tex., Mr. Robert M. Murray received his first lessons in horsemanship in the stable of Mr. Daniel Alexander, with whom he remained three years; during part of this time he rode that gentleman's horses in their races. Leaving Mr. Alexander he engaged with General Phillips, with whom he served twelve years, and upon severing that connection entered the public schools to increase his store of knowledge. After a few years of diligent study he engaged with Mr. T. K. Hawkins as an assistant trainer under Mr. Van Haggin and remained there some two years. Subsequently he engaged with Mr. C. H. Pettingill, and later with Mr. George L. Lorillard. After the death of Mr. Lorillard, he remained with the widow of his late employer, and was put in charge of the Lorillard breeding establishment at Eatontown, N. J., where he had full control, at the same time acting as general manager and training the horses.

Leaving Mrs. Lorillard in the spring of 1896, he bought a few horses in connection with Mr. S. E. Conover, of Red Bank, N. J. These runners were entered under the name of R. M. Murray & Co. The list included Tinge, Dye, Ed Taylor, Kicksywiny Ebb Tide, Onija and Peggy Sensation. As a two-year old, Tinge won many races and as a three-year old won ten times out of seventeen starts. In the spring of 1896, out of eleven starts he won nine races, Dye, out of three starts, won one race at Brooklyn, a decidedly easy victory. As a jockey Murray rode several well-known stars. Loantaka, Strideaway, Sea Drift, Saunterer, Flitaway, Prince George and



ROBERT M. MURRAY

many other noted thoroughbreds received their preparation under his skilful care.

Born in Cheyenne, Wyo., in 1873, Mr. John A. Clark began with race horses under Captain Moore, the trainer



JOHN A. CLARK

of Mr. J. B. Haggin's stable. He was then only twelve years of age, and remained with that stable, exercising and riding, until 1892. During this part of his career he rode some of the most important races in which the representatives of Mr. Haggin's stable participated. His mounts included such good performers as Premium, Glendora, Doubt, Eldorado and One Time. His riding was altogether in the West and upon the Pacific Coast. On Eldorado he won the Montana Cup in 1886.

When Clark left the employment of Mr. Haggin it was to give up riding and to accept an engagement as assistant trainer with the Messrs. Burrige Brothers. He remained with this firm from 1892 until 1894, when he joined the staff of Mr. H. Eugene Leigh, taking charge of Airtight, G. W. Johnson and California, with whom he had fair success. Giving up the employment of trainer temporarily, he engaged with Mr. J. J. McCafferty as jockey, and rode a few races for him, but soon after abandoned riding for good and opened a public training stable, having in his charge the horses of Mr. Edward Mahoney and Mr. J. F. Nichols, among them being Major Nick, May Morning, Brown Prince and others. Branching out for himself in 1897, he bought Brown Prince, Lightwing, and others, and has since been engaged in training them. His racing colors are old gold and pink jacket and cap. He still remains a good rider, and receives many offers to accept engagements, but prefers to train and run his own horses.

The history of the turf presents the names of so many capable horsemen who have begun their careers at a time of life when most boys have little thought for else than play that a repetition of this particular fact becomes in time almost superfluous. Now and then, however, we come across an instance of extreme youthfulness in early turf experiences that is specially remarkable. Such an example is Mr. John Rogers, who was born in Texas in 1862. It is doubtful if any horseman of to-day can rival him in precocity, for at the age of six years he made his acquaintance with horses.

His first experience was in exercising for Mr. Van Haggin, who maintained a good stable at Austin, Tex. In a short time he grew in skill, so that he was trusted to ride, and in that capacity was connected with the Van Haggin Stable for ten years. During that period his mounts included General Phillips, Judge Hancock, Thomas McKinney and others. When the time came that he was too heavy to ride he engaged as foreman in the stable of Mr. John Herkins, and was afterward similarly occupied with Mr. Green B. Morris. His first training experience was for Mr. Louis Martin, whose stable he handled for eight years, the horses in his charge including Orange Blossom, Topsy and Seadrift.

After leaving Mr. Martin he trained for Judge Newton, who owned Monmouth and others, and then for a time had a small stable of his own. Later, he trained for Mr. Thomas Berry, who had Morning Glory and other winners, and also for Mr. William French. More recently



JOHN ROGERS

he has trained for Mr. Edward Lewis, and also has in training several horses of his own.

THE AMERICAN TURF

From 1874 until 1879, Mr. George W. Jennings was connected with the stable of Mr. W. Wyche, first as exercise boy and afterward as jockey. He was born in Sumter, S. C., in 1860, and consequently was fourteen years old when he entered upon his racing career. His riding for Mr. Wyche was during the last two years of his connection with that owner's stable. Among the prominent horses with which he was identified at that time were Mary Long, Hatteras and others. His second engagement was with Mr. L. A. Hitchcock, with whom he remained for four years, riding some of the best horses in that gentleman's stable, which included Galway, Busy Bee, Limestone and others.

Bringing his career as a jockey to an end on account of increasing weight, Mr. Jennings accepted an engagement as assistant trainer for Mr. Henry Winters, with whom he remained for three years, following that by a two-years' engagement with Mr. William C. Daly. With the Daly string he had success in handling such horses as Swift, Jim McGowan, Belle of the North and Kitty Clark. With those of the stable that he trained he won about eighty races. Leaving the employ of Mr. Daly, he opened a stable of his own, and in recent years has been training and running for himself. Among the horses that have carried his colors have been Captain Flaherty, Tony Foster and Alcinora, with whom he won in two years about fifty races. He also ran Plutocrat, Belle of Corsica and Belle of France through the West.



GEORGE W. JENNINGS

Mr. Jennings is still active in racing. His colors are orange, blue sleeves, red sash and cap.

A native of Tennessee, Mr. Arthur Carter was born in 1876. He has had something more than ten years of



ARTHUR CARTER

active racing experience, first as a jockey and in later times as a trainer. His first employment was with that distinguished turfman, Mr. Charles Reed. He learned so rapidly that he was permitted to ride in less than four months after he had become attached to Mr. Reed's Stable. In his first race he finished third in a good field, which was the best evidence of his natural cleverness as a jockey. During the year that he remained with Mr. Reed he rode many other races and was fairly successful. From the Reed Stable, after a year's experience, he was engaged as a jockey by Mr. Michael Gorman, for whom he rode such horses as Fellowship, Sally O. and others.

In 1891, Mr. Carter entered the employ of Mr. J. W. Smythe, being one of the best jockeys attached to that owner's stable. He rode many races, several hundred all told, and a considerable number of them successfully. On Fenelon alone he won fourteen times. When he became too heavy to ride he still remained with Mr. Smythe as trainer, and has had charge of several horses whose names are well known to the public. Among them have been Woodchopper, Fleurette and Fred Lee. His long engagement with Mr. Smythe amply testifies to his skill as a trainer and to the high esteem in which his services are generally regarded. He is successful in handling all kinds of horses, and is capable and conscientious.

Of Kentucky birth and early experience, Mr. Isaac Johnston developed into a clever jockey, and has since



ISAAC JOHNSTON

become a trainer of established reputation. He was born in Lexington, Ky., in May, 1866, and when a boy of twelve years went to work in the stable of Mr. David Allen, exercising horses. His persistency and his reliability is shown by the fact that he remained with Mr. Allen for seven years. During the last three years of his connection with the establishment he acted as jockey, riding most of the prominent races in which Mr. Allen entered his horses upon the Southern courses and winning his fair proportion of them. From the Allen Stable he went to that of Messrs. Strain & Co., where Mr. James Downey was trainer.

His year with Messrs. Strain & Co. ended his riding, and he became engaged as assistant trainer in the stable of S. W. Street, holding that position for four years. Then joining the stable staff of Mr. R. McBride, he trained some of the best horses of that owner, among them being Major Daly and Major Pickett. His success was of a notable character, the horses that came under his hands winning some sixty races. After three years' connection with the McBride Stable, he accepted a similar position with Mr. Andrew Thompson, and in 1895 he had the horses of Mr. R. V. Boyle. His success with these horses was eminently satisfactory, and especially with Septuor was his training productive of good results, for with that horse he won some eighteen races. In the fall of 1897, Mr. Johnston took the horses of Mr. John Barrett, among them being Babette and Altoona.

Mr. Douglas Carter is a Virginian, having been born in Richmond, December 5, 1872. When eight years of age he began his connection with the turf by being apprenticed to Major T. W. Doswell. After remaining with him for five years, Carter went to Nashville, Tenn., to exercise horses for Mr. James Williams, under whom he served for two years. From there he went to the establishment of Mr. J. B. Haggin to break yearlings and ride valuable stud horses. Shortly the son of his first employer, Mr. T. B. Doswell, sent for him to take the place of foreman at the Hanover Junction establishment, and he accordingly returned East. In 1890, Mr. R. Bradley engaged him as foreman, and he spent two years with this stable. His ambition had been to become a trainer, and as Mr. Bradley was his own trainer the opportunity to learn was not neglected.

He next entered the stable of Mr. William C. Daly, taking a subordinate place, but after a year was promoted to be foreman, and in a year more reached the point to which he had been striving, by being appointed trainer. Mr. Carter has now held his position for several years, and under the influence of Mr. Daly, who has brought so many trainers and jockeys into prominence, has been rapidly pushing his way to high rank in his profession. Mr. Daly's horses are, to use a technical phrase, "always in the money," and this, in the opinion of many observers, is largely due to the untiring labor that his trainers put into their preparation. In all that work Mr. Carter has borne an active part, and has fully demonstrated his



DOUGLAS CARTER

fitness as well as his conscientious application to the interests of the stable.

Born in Baltimore in 1862, Mr. Wilson S. Taylor made his acquaintance with horses when, at the age of eleven,



WILSON S. TAYLOR

he went to the stable of Mr. Hugh Gaffney as exercising boy. In that establishment he remained for five years, when the passion for riding took possession of him and he ran away to bushwhack around the county fairs. Within two years he returned to the larger tracks, entering the employ of Mr. James Walden as foreman of that horseman's public stable. With Mr. Walden he remained three years, leaving him to take charge of several colts for Mr. Huggins, who, at that time, was training for Mr. August Belmont.

The connection of Mr. Taylor with Mr. Huggins continued until 1884, when he entered the stable of Mr. George L. Lorillard as assistant trainer. His next engagement was with the horses of the Auburndale Stable. There he handled such horses as Harvard, Jay F. Dee and Huntoon. In 1889, Mr. Taylor became attached to the stable of Mr. D. A. Honig, having charge of such horses as Censor and Can't Tell. After two years with Mr. Honig he took charge of the stable of a New York gentleman, whose establishment was managed by Mr. Matthew Sharpe. Here he had the handling of a string of good ones. For some time after this he had a public stable, but more recently has been in charge of the horses of Mr. William Boyle. His long and varied experience, and especially his connection with so many different stables, has given to him an exceptional facility.

Born at Austin, Tex., October 11, 1864, Mr. Peter Bratton obtained his first racing experience with Mr. Green B. Morris in 1876. Previous to that time he had been engaged for several years in rounding up cattle for his father. After six or seven months with Mr. Morris, he started riding in the summer of 1877, having several winning races in his first season. He remained with Mr. Morris until 1884, when he became attached to the stable of John W. Loud, having Lady Loud, Lida Stanhope, Richard L. and others. For a year after 1886, he rode for Mr. James McCormick, and then engaged as trainer for Mr. John T. Terry and others. In 1889, he was engaged to train the New York Stable, and a year later trained a public stable.

In 1891, he became an owner, his horses including Seadrift, Bratton and others; but he maintained this stable only a year, when he returned to training, first in a public stable and afterward for Mr. J. O'Leary, who had Rancocas, Sweetbread, Greenwich, Merriment, Turk and others. After Mr. O'Leary sold out, Mr. Bratton took several of his horses and won with them, and in 1896, had a public stable. He now has in training Athy,



PETER BRATTON

Basil, Charlie Ross, The Camera by Bishop, Lady Bratton by Spokane, and Lucius by Tristan.

Since boyhood Mr. Richard Collins has been a horse-man or connected with the turf. He was born at Bards-



RICHARD COLLINS.

town, Ky., March 18, 1866, and began his racing career in 1879, when he was thirteen years old, by exercising for a local owner who had Bill Nelson and other thoroughbreds. In 1883, he engaged with Mr. Hardy Durham, of Louisville, remaining with him for two years, riding Levant and other animals. Gaining too rapidly in weight and size to remain longer in the saddle, he gave up riding in 1885, and entered the stable of Mr. J. W. Rogers. This establishment included Blue Wing, who was second in the famous Dry Monopole-Blue Wing-Hidalgo Brooklyn Handicap; Stuyvesant and other prominent horses. After five years he became, in 1891, foreman for Mr. J. J. Carroll, in whose string were Blue Jeans and Vivid. In 1894, he went to the stable of Mr. W. M. Barrick, and in the autumn of 1895, became its foreman. In this capacity he has had charge of Dr. Hasbrouck, Emin Bey, Tom Rogers, Figaro, and others, and in 1896 trained with success Maurice, a horse with a surpassing record. Out of fifty-five starts he was unplaced but twice, his victories including the Toronto Cup and several other stake events. The same stable has also included other horses of merit and reputation.

In a lifetime spent among horses, Mr. Samuel T. Booker has acquired by experience the knowledge necessary to make him proficient in the art of training thoroughbreds. Since he attained the age of nine his life has been spent among horses. Mr. Booker was born January 25, 1865, in Alabama, and first found employment in the stable of Captain William Cottrill at Mobile, Ala., with whom he remained six years, during which time he exercised the horses belonging to that gentleman and acted as second trainer. He next rode for Mr. Edward Beardsley, of Mobile, and then was second trainer for Mr. C. H. Pettingill, a position that he filled until Mr. Pettingill's engagement as starter caused his retirement from racing. Mr. J. A. Bennett, of Parkville, L. I., then engaged Booker to train for him, and with that stable he has since been identified.

Among the horses which he has had charge of are such well-known ones as Temple, Restraint, Economist, Doggett and Roundsman, and a number of others. Doggett and Roundsman were the pick of the string, and showed themselves to be horses of fine calibre, having to their credit such classic events as the Capitol and the Bayside Stakes, as well as the victory of Roundsman in winning the Washington Handicap in 1896. Mr. Booker's lot as a trainer has often been a trying one. In some instances almost a complete resurrection has been necessary in order to bring his horses to the post in fit



SAMUEL T. BOOKER

condition. All the more from these circumstances his success has been a full demonstration of his ability.

THE AMERICAN TURF

Mr. John White was born at Charleston, S. C., in 1865. At the early age of eleven years he began his turf career with Major B. G. Bacon, of Georgia, as an exercise boy, and with that establishment he remained some three years. Mr. John Harper was his next employer, and he remained with him until the year 1887, when he began to buy horses on his own account. His new purchases were numerous entered throughout the United States. Dame Fortune smiled on him from the beginning, and he continued to buy until his stable sheltered some valuable thoroughbreds, all bread winners. Lute String, Viniagrette, Cora Tanner, War Like, Bank Cashier and Motorman all contributed to the success of his stable, War Like in particular winning for him several thousand dollars in a race in which he defeated Restraint, Beansey, Governor Fifer and some other good ones. Torchlight was another, whose race at Jerome Park was sensational. Starting in a field of fourteen horses, he defeated his opponents in handy fashion, with odds of 50 to 1 against him, and thereby won a large sum for his owner. Mr. White has not always been so fortunate, but, on the whole, his turf career has been satisfactory than otherwise. The reverses that he has met have been such as befall all turfmen from time to time, and his successes have more than compensated for them. Mr. White now has in training his own horse, the three-year old

Having been employed in the stable of Messrs. Whitaker & Berwick for a single year, Mr. Matthew Earley,



MATTHEW EARLEY

in 1882, joined the staff of Mr. Byron McClelland. He was then fifteen years of age, having been born in Augusta, Ga., May 27, 1867. With Mr. McClelland he remained five years, part of that time riding some of the best horses in the stable. More rapidly than many boys he took on flesh, so that before he had been fully instated as a jockey he was too heavy to think of being a rider. Leaving the establishment of Mr. McClelland he became attached to that of Mr. J. McDonald, where he was assistant trainer to Mr. Edward Wall. In a short time, however, he found it to his advantage to take charge of the horses of Mr. W. R. Jones, the string including Belwood, Satisfied, Babette and others.

With these runners Mr. Earley had a satisfactory experience in 1889-'90-'91, so much so that the stable was enlarged by the addition of Postmaster and Charade. The last named was a grand race horse, winning several turf prizes, among them the Carleton, the Daisy, the Congress Hall and the Tidal Stakes, the Grand Union, the White Plains, the Brookdale and the Metropolitan Handicaps, and the Double Event. After the death of Mr. Jones, in 1897, Mr. Earley continued training the horses that his former employer left. He also has two horses of his own, Parade and Tea-leaf.



JOHN WHITE

black gelding, Black Dude by Falsetto. His racing colors are old gold, blue sleeves, black cap.

Among the practical men in the racing world who have won their way from a place in the stable to the rank of owners there is probably none who is better spoken of by all classes of turfmen or whose career has been based on a more thorough knowledge of thoroughbred horseflesh than Mr. William N. Cloyd. Born at Nashville, Tenn., November 6, 1868, he has virtually passed his entire life among horses. His school experiences were limited to a few years, for when a mere boy of ten the ruling passion of his life asserted itself and he ran away from home and began his racing apprenticeship with Mr. George H. Rice, for whom he exercised Glidelia and others. He then became connected with the establishment of Mr. Albert Cooper, who had Queen of Trumps, Faustina and some other speedy animals, and after remaining there for two years came East and trained Express, Merry Duke and a number of two-year olds for Mr. W. P. Ward, with whom he remained for some years. His next engagement was with Mr. F. Hadlick.

In 1884, Mr. Cloyd returned to Mr. Albert Cooper and went with him to California as second in charge of Mr. Haggin's stable, to which Cooper had become trainer. He had a successful engagement, and returned East with some money, which he invested in a horse named Ormus, which, when purchased, was a decided cripple. Under his care the animal regained form and speed, and started in twelve races with Mr. Cloyd's colors, being in the money eight times. From that time on



WILLIAM N. CLOYD

Mr. Cloyd has been an owner, having had some good horses in his string, and has handled many winners.

Among the younger trainers who have played a prominent part of late years and whose energy has been



JOHN RAMSEY

crowned by success, is Mr. John Ramsey, who was born at Nashville, Tenn., in 1871. Nine years after Mr. Ramsey first saw the light he entered the stable of Mr. George H. Rice, of Tennessee, to learn the art of riding. Like all beginners, he was first assigned to the work of exercising the horses in the stable previous to their races. He soon acquired a good seat, and showed such inborn aptitude that he was permitted to ride quite often during his stay with Mr. Rice, which lasted four years. Mr. Hardy Durham was his next employer, and after preliminary work in that stable for a year he was assistant foreman for five years, and then resigned to join the staff of the Burridge Brothers as assistant trainer.

After two years had elapsed, so well had his work suited his employers, that he was placed in charge of the entire stable. Burridge Brothers, however, in their late years on the turf were very unfortunate, and the material which Ramsey was obliged to work on, while of royal blood, met with many accidents which impaired their racing qualities. Still, during his experience as a trainer he has helped to prepare many stars. He has displayed great discretion, and has good qualities that fit him for his profession.

Another representative of that army of capable turfmen who have come out of Kentucky is Mr. Luther Carr.



LUTHER CARR

When it is recorded that he was born in Lexington, in the Blue Grass State, nothing further need be said to indicate the character of his early associations and to show how, almost from necessity, he drifted into the turf world. It was in 1884 that his racing experience began with Mr. Dudley Allen, with whom he remained seven years. During that period he was engaged in various capacities and had experience in all kinds of stable work by which he gained the proficiency that has since always characterized his work. In the end he became assistant trainer in the Allen Stable. When this engagement was at an end he was employed for a short time by Mr. Patrick Gilroy, and later on became associated with Mr. James E. Pepper in the handling of the horses of that well-known owner. In Mr. Pepper's stable at that time were several good ones, particularly the noted runner, The Pepper.

After a two years' experience with Mr. Lee Christy, the well-known Western turfman, Mr. Carr had charge of Rudolph for Mr. B. J. Johnson, and then was engaged with Mr. Charles Smith, who was best known as the owner of Buckwa and several others of distinction. More recently Carr has been assistant trainer for Mr. Charles H. Hughes, who had charge of the stable of Bromley & Co. In that connection Carr was especially assigned to the handling of that admirable campaigner, First Mate.

A native of the West Indies, Mr. Alexander Hector has become so thoroughly assimilated with the racing life of the United States that he has already become numbered among the accomplished trainers of the American turf, whose future holds out abundant promise of extended usefulness. Trinidad, one of the most beautiful and fertile of Great Britain's possessions in the West Indian Archipelago, was his birthplace. There he saw the light, April 21, 1877. Brought up in his native island home, that is not far away from the South American coast and that has a decidedly tropical climate, it was a considerable change for him, when, even before he had attained the age of eleven, he came to the United States. The contrast between his native land and the country in which the lines of his life were in the future to be laid was particularly emphasized by the fact that his first initiation into the mysteries of racing, which occurred soon after he arrived in the United States, coincided with the great storm of 1888, which the people of our Atlantic seaboard will always remember as "the great blizzard."

Commencing his racing life at this early age, Hector, like all boys of his class, began by exercising horses, succeeding in the course of time to riding, and finally, after a few years, becoming a trainer of acknowledged skill and promise. Although his riding in the first instance was on the flat, soon after the beginning of his career he developed marked qualifications not only for this, but for other branches of jockeyship. The skill, nerve and judgment that he early displayed was manifested in the difficult and often dangerous work of piloting jumpers, and he rode many winning races over the hurdles, as well as on the flat. Among the owners whom Hector has been associated with since he became connected with the turf have been Mr. J. B. Collins, Mr. J. De Long, Mr. J. E. McDonald, Mr. William M. Barrick, Mr. Walter C. Rollins, Mr. John J. McCafferty and Mr. L. Hunt. At present he is employed by Mr. Benjamin Weil.

Mr. Hector, in the course of his professional life, has had experiences with a large variety of animals that are entitled to rank in the list of noted performers and best horses of the day. Among them have been such cracks as Applegate, Wishard, Helen Nichols, Sirocco, Sir Walter, Dr. Hasbrouck, Addie, Lawless, Midgley, Farmer, Madrid, Portchester, Kingsbridge and Eric. He exercised all the above, and, in addition, has trained a number of animals, including Napoleon Bonaparte, Atlanta and Newtown Belle.

Well liked by all turfmen with whom he has been brought into contact, Mr. Hector has an enviable reputation for steadiness and fidelity to the interests committed to his charge. He has made his home at Gravesend, near the Brooklyn Jockey Club track.

JOCKEYS

JOCKEYS

THOSE IN SILKEN JACKETS WHO RIDE THE THOROUGHBREDS TO VICTORY—AN EXACTING PROFESSION THAT HAS GREAT DANGERS WITH GREAT REWARDS—GILPATRICK, LAIRD, PURDY, CRANE AND OTHER OLD-TIMERS—THE SMART YOUNG MEN OF THIS GENERATION.

THE professional jockey is a modern creation. In the earlier days of the English turf he was almost unknown, and public opinion, to a very large extent, frowned upon him. A change has come over the situation, however, and for a quarter of a century or more the chief jockeys in England have been regarded as very remarkable individuals. They have been petted like favorite prima donnas, and have been admitted to the intimate association of the sporting aristocracy, though that often may be regarded as a doubtful compliment and an uncertain advantage. They have also reaped rewards from their professional services that have rivaled even statesmen or great lawyers. It is said that as long ago as 1846 the chief jockey of England received more for his skill in horsemanship than did Lord Beaconsfield for conducting the Government of Queen Victoria. The chief jockey that season rode 657 times and won 207 races, the most successful record in turf history down to that time. Fred Archer and others of contemporaneous times have surpassed that record, however.

Extravagant rewards for successful work done upon the race course have always been bestowed upon the English jockeys by their patrons. In 1824, Benjamin Swift received nearly five thousand dollars, raised by subscription, for his admirable riding of Jerry in the St. Leger. Ten years earlier the jockey who won the Derby with Hermit received from the owner \$15,000. One admirer gave him what in racing parlance is called "a monkey," a sum of money amounting to \$2,500, while a third individual gave him \$500. There were numerous gifts of less value sent to the hero of the race on this occasion, and he is said to have netted over \$20,000 by the single effort; which was about double the amount paid to Sir Walter Scott for writing *The Lady of the Lake*. Other riders were less fortunate in receiving princely gifts. John Day, who was a chief jockey in his time, won in the same week two classic events. The Duke of Grafton, his master, congratulating him upon the manner in which he had ridden, gave him the munificent sum of \$100. This, however, was, on the whole, a rather handsome present for those days, when a successful jockey, if he was a married man, received in addition to his usual wages a side of bacon, a bag of potatoes, a half cheese, or a barrel of home brewed ale.

Riders then were less jockeys than they were grooms.

Contemporaneous attention bestowed upon the jockey by the sporting element of England has been of an effusive character, and his rewards have been on a scale beside which those of olden times pale in comparison. Presents made to him by the owners of the horses he rides and of bettors who have backed him, are frequent and valuable. Gold watches, diamond rings and scarf-pins set with rubies, riding horses, dog-carts and yachts, suits of clothes, new hats, boxes of cigars and cases of champagne are quite common. One noted jockey not long since received in two seasons enough cigars to have stocked a modest shop, and the same lad received during his career, which, though short, was quite brilliant, eleven gold watches, seven diamond rings and other valuable jewels. Some of the famous English jockeys of a generation or more ago were Fordham, Wells, Snowden, Grimshaw, Challoner, Flatman, Aldcroft, Charlton, Bray, Day and Creswell, and before their day there were Chiffney, Buckle, Butler, Marson, Robinson, Scott and others who "witched the world with noble horsemanship."

George Fordham is particularly interesting to Americans as having been the first English jockey to ride successfully American horses on the English turf. He was engaged by Mr. Richard Ten Broeck during several years of that turfman's English racing. He was a prince of light-weight riders and among the greatest English jockeys that ever distinguished themselves on the turf. In one year—1859—although he had reached the time when he was no longer able to ride below 102 pounds, he won no less than 115 races and stood at the top of the list of winning jockeys. He started in his extraordinary career of that year on the Cheese-cake Course and thence traveled all over England, Ireland and Scotland, attending all the great meetings of the year and carrying off a large proportion of the principal prizes, winning, it is said, for his employers nearly \$150,000. Of particular interest from the American point of view were his winning of the Warick Cup on Mr. Ten Broeck's *Starke*, his winning of two out of the four events at Stockton on Umpire, and his winning of the Queen's Plates at Epsom and Newcastle, on *Prioress*. He was a very skilful jockey, and frequently won on inferior horses as a result of his splendid horsemanship.

Even more than in England the jockey has not cut much of a figure in connection with American racing until within a comparatively short time. It is only during the present period that he has come forward to anything like a conspicuous position, either in numbers, in influence or in public consideration. In fact, American jockeyism, as a profession, is so largely of modern origin that it does not go back much further than the days of Hayward, McLaughlin, Garrison and their associates, which means the present generation. In the earlier period many of the jockeys were Southern negro boys who were brought up in the stables and were picked out for mounts, more because of their familiarity with their master's thoroughbreds than because they had trained to the profession. To be sure, they were subjected to the regular training process and preparation for riding, but their appearances for the most part were confined to the horses with which they had an intimate stable acquaintance.

At the same time, we must not forget that professional jockeys, even though few in number, were known to the turf in the first part of the present century and their names shine with peculiar distinction. There were the Purdys, father and son; the Lairds, father and son; Gilpatrick, Littlefield, Crane and a few others, whom it delighted the elder generation of turfmen to remember and to praise. Among these earlier jockeys Gilpatrick easily had first place. The name by which he was professionally known was a combination of his right name, which was Gilbert Watson Patrick. From Gil Patrick it was an easy transition to Gilpatrick, which was the racing name that he finally went by. Born in Poughkeepsie, N. Y., in 1817, he lived to a ripe old age, dying in 1872. For three generations he was intimately associated with the American turf, and his recollections extended back to its most palmy days. Of the great racing events that made the early days of the turf in this country a veritable Homeric period, he could truly declare, "all of which I saw and a great part of which I was." He began riding at an early age, being engaged by the Messrs. Stevens, Coster and others, who were the principal supporters of the Northern turf.

Gilpatrick rode in some of the most notable races that took place between 1835 and 1850, and his fame is identified with many of the champions of that period. In one of the most celebrated races of the thirties, that which was contested by Bascombe and Post-boy, the North against the South, he rode Post-boy, the loser. This was in 1836. Six years later, in another great match between the North and South, when Fashion and Boston met on the Union Course, Long Island, he rode Boston, the Southern horse, and fully distinguished himself, although he failed to win. Fashion on this occasion was ridden by Joseph Laird, who rivaled even Gilpatrick

in skill. At the same meeting, however, three days later Gilpatrick achieved success in a race that was second only to that between Boston and Fashion, the great struggle between Boston and Mariner. On this occasion he rode Boston to victory, four-mile heats, winning the second and third heats in 7 minutes, 46 seconds, and 7 minutes, 58½ seconds. Joe Laird rode Mariner, and succeeded in winning the first heat in 8 minutes, 13 seconds. The subsequent proceedings, however, were of little interest to him, for Gilpatrick put Boston to the front so handsomely that Laird could make no showing whatsoever. Another favorite mount of Gilpatrick's was Blue Dick, but he attained to his highest distinction when, in 1855, at New Orleans, he successfully rode Lexington in the great match against time for four miles, on which occasion he succeeded in breaking the record, and gave both himself and his mount an international reputation.

When Mr. Richard Ten Broeck went to England to race against the English thoroughbreds in 1857, he took Gilpatrick along with him. The jockey was not successful abroad, however, and his riding of Prioress for the Goodwood Cup was the occasion of a great deal of discussion and of unfavorable criticism. There were some things about that race that were never satisfactorily explained, and Gilpatrick returned at once to the United States without having any further opportunity on the English turf. Regarding this failure with Prioress, he always declared that he rode the best that he possibly could under the circumstances, declaring that no horse on earth could have beaten Monarque, the winner on that occasion. As he put it, "Monarque passed me as if I had been tied to a post." His subsequent career was marred to a considerable extent by his bad habits, which had the effect of making him untrustworthy. Nevertheless, he was still held in high esteem in certain quarters, and was able to secure many good mounts, especially in the racing period immediately after the close of the war, when he was managing to hold himself under control. He rode Kentucky and Ruthless to success in the Travers and Sequel Stakes. With Kentucky his name stood at the head of the Saratoga Cup winners, while with Ruthless it stood at the head of the Belmont Stake winners. In 1870, he rode Glenelg for the Westchester Cup, and his last mount was on Hippogriffe at Brighton Beach. In the latter years of his life he came more and more into disfavor and had comparatively few mounts. In his best days there were few jockeys who were his superior.

Contemporary with Gilpatrick, the Lairds, the Purdys and others was Gil Crane, who outlived all of his associates, and before he died had the distinction of being probably the oldest jockey in the world. His experience went back to the days of American Eclipse and Henry.

Early in life he was attached to the stable of Mr. John C. Stevens, for whom he rode O'Kelly, Mary Randolph, Medoc and other cracks. But the turf world resounded with his fame when he rode Black Maria in that phenomenal twenty-mile race—five four-mile heats—on the Long Island Union Course in 1832, against Trifle and Lady Relief. Few more stubborn contests than this have ever been recorded in turf history, and Gil Crane won fadeless laurels for the physical endurance and the marvelous skill in jockeyship which he displayed in bringing the mare safely through to the finish at the head of the field in the first and fifth heats. After old age had ended his career he was not a frequenter of the races, although to the end of his life he preserved all his fondness for it, while nothing delighted him more than to talk of the days when Colonel Johnson, Colonel Corbin, Commodore Stockton, the Messrs. Stevens, Botts, Bathgate, Gibbons and others were in the forefront, and with all of whom he was intimately associated.

Good jockeys began to be more frequent ten years or more after the new era of racing set in, immediately following the Civil War. That brilliant period of racing naturally developed strong elements in every department of turf affairs. There was a stimulus to breeding, trainers felt the increased demand upon them, and the jockeys could not fail to be influenced by the widespread enthusiasm that was the dominant characteristic of everything that then related to racing. The improvement that was made from year to year in horsemanship attracted more than ordinary attention, and the prediction was freely made that it would not be long before the American jockeys would succeed in attaining to as high a standard as that maintained in England and elsewhere.

Barrett was generally accepted as one of the chief jockeys in the seventies, when he wore the cherry, black and gold tassel of the Rancocas Stable, and when he rode such champions as Parole, Bombast, Zoozoo and others. He was so eminently successful, even when he had a poor mount, that betting followed him to a very exceptional extent. Hughes, a good safe rider, carried the blue and orange of the Westbrooke Stable and challenged attention with Barrett. The elder Hayward made his American debut and rode himself into prominence, winning a big reputation for energy and boldness. William Brown, who went to England with Mr. Lorillard to ride Parole and others from the Rancocas Stable, was highly trusted.

After Barrett left the Rancocas Stable Barbee and Evans came to that establishment. The former was skilful and brilliant, while the latter, with less dash to him, could be depended upon for solid, regular work, and did not easily lose his head. Barrett afterward rode for the Rhode Island Confederacy, controlled by Mr. W. R. Babcock, that ran Ferncliffe, Pawnee, Sioux, Rachel

and others. Feakes, who had been absent from the turf for some time, returned in 1879, and was very successful, his skill on Molly McCarthy in Chicago fixing him in popular favor.

But Barrett, Hughes, Barbee, Feakes, Hayward, Spillman and others, who for many years had been popular favorites, were rapidly becoming heavy weights at the time of which we are treating, and the turf had its eyes fixed upon many newcomers, whom it was expected would soon supersede the old-timers. Among the lighter weights were McLaughlin, he of resolute finish and excellent judgment, and Costello, clear-headed and well trained, who was a growing rival of McLaughlin. Among other light weights then just coming forward were Shauer, Purcell, Sayres, Halloway, Donohue, Blaylock, Fisher, Quantrell, Wolfe and Hennessy. These and many others who preceded or were contemporary with them have not yet passed out of the recollection of turfmen. Now and then we find one who is still in the field and doing good work. Most of them, however, have graduated from the ranks of jockeys and are to-day owners or trainers, with only the memory of their riding days left with them. Some, indeed, have dropped out of sight entirely into other employments disassociated with the turf. A few of them are dead. There was William J. Fitzpatrick, better known as "Daredevil Fitz," who passed away only recently. Barrett (Billy Barrett), who died in 1883, after he had made himself and the Rancocas Stable famous, has not yet been forgotten. Others there have been who have had their day, sometimes short and sometimes long, in this last quarter of a century, and whose work added much to the brilliancy of racing affairs in their day and time.

The players on the stage of jockeydom shift frequently and rapidly. A single era of the turf sees several generations of jockeys come upon the scene, have their short day and pass off to make room for their successors. Few of the men and boys who are in the saddle in the closing five or six years of the century go back more than a decade or so in their experiences. They have taken the places of those to whom reference has already been made, and of many others who were also active in the days gone by, and shortly they will give way to others, many of whom have already come in sight, while many are yet to make their first appearance. At no previous time in the history of the American turf have there been more successful jockeys or a larger number of them who are entitled to attention than in the immediate present. Brief consideration to some of those who have been most prominent and who are also still active in the work is presented in the ensuing pages. A perusal of their careers will sufficiently indicate the character of this particular element of turf life and the very important and brilliant part played by the riders.

An interesting study of turf life is presented in the career of the famous jockey, James F. Sloan. He was born August 10, 1873, at Bunker Hill, Ind. His Christian name of James has virtually given place in his public life to the nickname of his boyhood, "Tod," by which he is known far and wide. Removing with his parents to Logansport, Ind., he entered the Normal School there at an early age and pursued his studies until he was fifteen. He was noted as a diligent student, and attributes no small part of the success which he has reached in his profession to his liberal education and to the habits of reflection and reasoning which his acquaintance with books has induced.

Horsemanship has, however, been the only pursuit in which Sloan ever engaged. His entrance into the ranks of riders was due to his elder brother, who was riding for Messrs. Tracey and Levy, of St. Louis, who sent for him and proposed that he, too, should become a professional rider. The idea struck "Tod" favorably, and he went to St. Louis where he received his first instructions. He remained but a short time with his brother and secured an engagement in Kansas City, going also to Colorado, whence he returned in the spring of 1888 to take a place in the stable of Mr. John Campbell. In the autumn, Mr. Campbell, who had noticed the lad's remarkable courage, skill and judgment, called him to New Orleans, and there he received his first mount in a race on Lovelace. His success was such that Mr. Campbell at once offered to contract for his exclusive services for five years, which Sloan promptly

and wisely declined. He then rode for a time for Mr. Thomas Kiley, and for two years was engaged with Mr. J. M. Brown, who afforded him the opportunity for rapid advancement in his work. On Mr. Chris Smith's Van Buren, he performed the double feat, at the Garfield track, Chicago, of riding a dead heat in one race and making a new record in another in one day. Having

been prudent as well as industrious, Sloan now became an owner. He purchased several horses, among them Hominy Bill, with whom he won two races. He also made a good investment in the shape of Ireland, and after winning several races with this horse sold him to Mr. Fred Foster, of Dr. Rice fame. His next engagement as a rider was with Messrs. West and McGrane, with whom he remained till they dissolved, in 1892. He then joined Mr. Campbell at Monmouth Park, but another effort on the latter's part to induce the jockey to contract with him for a term of years proved a failure. In fact, Sloan had by the character of his work and confidence which he inspired firmly established his reputation, and his services were in constant demand by the most prominent owners on the turf. At this period of his life he made



JAMES F. SLOAN
IN RIDING COSTUME

a record which has never been excelled. It occurred at the Parkway track, Brooklyn, when, with the exception of the jumping race, he rode every winner on the programme. One striking feature of his riding is that his judgment never deserts him at any stage of the race. From start to finish he uses headwork, placing his mounts in a way to secure every possible advantage.

The winters of 1894 and 1895 were passed by Sloan in California, where he rode a few races, returning, however, on the advent of spring, to the East. During the season of 1896 he repeated, and in fact improved upon, his former triumphs, and by his performances placed himself even higher in the esteem of owners and the racing public. His mounts were from among the best horses of the day, while nearly every stable that could do so has availed itself of his services. He was particularly successful with the horses of the Fleischmann Stable, and during the autumn of 1896 was partially under contract to ride for Mr. E. J. Baldwin. During the season of 1896, his mounts were 442 in number, of which he won 132, or about thirty per cent., placing his horses an equal number of additional times. In the early part of 1897, he rode at Ingleside, California, and performed another of his phenomenal feats, that of capturing four races in a single day, three of them being nose finishes.

During the season of 1897, Sloan was engaged by Mr. George E. Smith and continued on his wonderfully brilliant career. He stood near the head of the list of winning jockeys of the year, and when the proportion of his winning races to his total number of mounts is considered, none of the riders of the year approached him. For 1898, Messrs. C. Fleischmann's Sons secured first call on his services. One of the greatest triumphs of his career, and in many respects regarded by him with more satisfaction than anything else that has ever come to him, was his experience in England, whither he went in the fall of

1897. His appearance there was at first the occasion for a great deal of unfavorable comment and his style of riding was severely criticised. In the end, however, he carried everything before him, showing himself again and again superior to the best English jockeys and achieving a triumph that was at last freely, even though tardily, acknowledged by his severest critics. That episode in his career unquestionably placed him in the front rank of the

greatest jockeys of this generation, whether English or American.

Successful as Mr. Sloan has been in his riding and in his personal fortunes, it has all been deserved and worthily supported by the conscientious discharge of professional engagements and a constant adherence to honorable turf methods. In this he has set a laudable example to the members of his profession. At the same time his record is a shining example of the certain rewards that the turf holds forth to men of his calibre.

During the season of 1898, Sloan has added many more notable races to his credit. At Morris Park he won the Fashion Stakes on High Degree; the National Stallion Stakes on Jean Beraud; the Laureate Stakes on Dr. Eichberg; the Eclipse Stakes on Jean Beraud, and the Gaiety Stakes on Ornamental. At Gravesend he won the Expectation Stakes on Kingdon

and the Brooklyn Handicap on Ornament, winning five out of the six events on that day; also, at Gravesend, won the Spring Special on Hamburg and the Tremont Stakes on Jean Beraud. At the Coney Island Jockey Club Spring Meeting, on three successive days, he carried off three out of the six races on the card.



JAMES F. SLOAN
AFTER THE RACES

Few jockeys of any period have devoted themselves more assiduously to their work, or have ridden more conscientiously than Fred Taral. Unlike some other noted riders, he has not branched into side lines, but has steadfastly adhered to his one chosen pursuit. With mounts numbering fully 5,000, and with more than 1,000 winning races to his credit during his brilliant career, he has, as can be readily understood, found little leisure for thought of anything outside of his professional work. This eminent jockey was born in Peoria, Ill., in 1867. His father was proprietor of a hotel and livery stable, and the boy thus had opportunities which he fully improved to acquire a good knowledge of horses. At the same time he secured a thorough education, but when he was about fifteen years of age was attacked by the spirit of adventure and ran away from home.

His first experience in independent life was in riding quarter-races among the cowboys of the Indian Territory, but his cleverness so fully displayed itself that Mr. Lew Elmore took him to the Washington Park track, at Chicago, where he had his first thoroughbred mount on Mr. Elmore's Loupe. In this first race he was a winner, and his performances were at once of such a notable character that his fame spread throughout the turf world. In 1884 and in 1885, he continued in Chicago, riding for Mr. McGinty, a prominent horseman of the Garden City. The following season he rode for Mr. D. A. Honig, and in 1887, for the Messrs. Labold Brothers. While exercising Linda Payne, in the spring of 1887, he fractured his arm and for six months or more was laid up. Then in Chicago he returned to the saddle, and with his arm still in bandage rode thirty winning races for the Labold Stable in one month. He was not able to ride again until the latter part of 1889, when he again engaged with the La-

bold Brothers. In the same year he joined the Beverwyck Stable under the ownership of Messrs. Campbell & Nolan, and subsequently rode for Messrs. Walcott & Campbell.

From this point his reputation began to be international, and he has ridden some of the most famous winning races of modern times. To record all the notable events that stand to his credit would require many pages. On Cassius he was second in Salvator's Suburban, and in 1893, won the Brooklyn Handicap with

Diablo. Late in 1893, he engaged with the Messrs. Keene, for whom he rode Domino in the great races of that turf wonder. The following year, being still with the Keene Stable, he won three handicaps—the Brooklyn, the Suburban and the Metropolitan, a feat never equaled by any jockey in one season. He remained with the Keene Stable until 1896, when he signed with Mr. Marcus Daly and still continued on his victorious career. In that year, for the third time, he won the Brooklyn Handicap, piloting Sir Walter to victory, as he had Diablo in 1893 and Dr. Rice in 1894.

Recently Messrs. Bromley & Co. have had first call upon Taral's services, and he has also ridden for Mr. Marcus Daly and other owners. During all his turf experience he has seldom been unplaced in any of



FRED TARAL

the big events, an exception being when he rode Pessara, who broke down in the Suburban of 1893. He must be considered one of the greatest jockeys of this period. Not only is he a popular favorite, but he also enjoys the respect and confidence, as well as the admiration, of his professional associates. He is wholly reliable in his work and thoroughly understands the science of jockeyship. Industry, thrift and temperance have made him comfortably well off. He has a pleasant home and his domestic life is one of his greatest delights.

An international reputation is an object that is eagerly sought for by every rider, and when once gained, is as faithfully guarded by him as it is earnestly coveted by his rivals. Few American jockeys have ever succeeded in adding this peculiar distinction to their other glories. In this small class stands William Sims, who, although still a young man, has won honors on the turf both in the United States and in Europe that have given him title to rank as one of the greatest jockeys of the present age. Born in Augusta, Ga., January 16, 1870, this clever rider, like the majority of Southern boys, manifested an early liking for horses, so that it may be said that turf life is really second nature to him. After some preliminary association with horses he became attached to the stable of Mr. C. H. Pettingill, with whom he came East and remained some two years.

The preliminary work that he went through was of such a character as to give him a sound knowledge of the primary details of his calling, and when the opportunity came to him to mount Saluda, the first horse that he ever rode, he was in perfect trim and admirably performed his duties. In 1888, he accepted an engagement with the Honorable William L. Scott, for whom he rode in many victorious events, this engagement lasting two years. The year 1891, he gave up to open dates, his services being called for by such owners as Messrs. Walter Jennings, Andrew Thompson, P. J. Dwyer and the Labold Brothers. For one season in 1892, he signed with Mr. P. J. Dwyer, and afterward did excellent work for a single season with Mr. Pierre Lorillard. Sims' great success came to him in 1894 and 1895. His riding had already made him distinguished, and in 1894, he was prominent in many brilliant events, including a mount on Dobbins in the famous match with

Domino. Greater honors were also in store for him, for he was engaged by Mr. Richard Croker and Mr. Michael F. Dwyer to accompany their stables to England to ride in that country. Upon the English turf he achieved a triumph never before accomplished by an American jockey. He enjoys the particular distinction of having been the first native American rider who ever won an event on an English racecourse with an American horse whose owner, trainer and complete outfit were American. He remained in England four months, and

while there won some good races. He received great commendation for his clever work, and his importance as a jockey immediately rose in the estimation of turfmen, for it was more clearly shown than ever before that he was possessed of sound judgment, excellent foresight and undaunted courage.

Many offers bidding for his services promptly came to him from both English and American owners, but he returned to America, and was welcomed as one of the turf heroes of the day. Mr. Michael F. Dwyer recognized more than ever before the value of his services, and retained him in connection with his stable. At the same time, however, he reserved for himself the privilege of riding for other owners, and therefore his name has been connected with that of many other stables. Recently he



WILLIAM SIMS

has done a great deal of riding for Mr. August Belmont, and has also had mounts from Messrs. John E. Madden, James R. Keene, M. F. Stephenson and others. Sims is a steady, reliable and conservative jockey, and has to his credit the winning of some of the closest margin races on record. His superior skill is likely to be demonstrated many years in the future as it has been in the past. He has many followers, and the opinion is firmly fixed that he will rank as one of America's greatest jockeys.

It is no exaggeration to say that Edward H. Garrison had in his day as wide a national reputation as any one individual connected with racing in the United States. None of his profession ever enjoyed a greater popularity with the racing public here, and his record can only be contrasted with those of the greatest jockeys who have graced the English turf. His appearance in the saddle was almost always certain to produce a sensation among the spectators at any of our great tracks, while the expression, "a Garrison finish," which passed into general speech throughout the land, was a tribute to one of the most marked features of his style as a rider.

Edward Henry Garrison, or to recall the title by which he is known far and wide to the racing community, "Snapper," was born in New Haven, Conn., February 9, 1868. He was educated at the public schools, but from his earliest days horses seemed to possess an overpowering attraction for him. Being employed in a blacksmith shop when a mere child, he was able to gratify this passion by riding horses to and fro, but his real experience with horseflesh began in 1880, when he was taken in charge by "Father Bill" Daly, who instructed him in the art in which he was to excel. It was in Mr. Daly's Stable, too, that in some mysterious way his famous sobriquet, "Snapper" was originally introduced.

His rise to fame as a knight of the pigskin was rapid. It would be impossible to give in detail either his mounts, his victories or the owners for whom he has ridden. As to the latter it may be briefly stated that after spending three years with Mr. Daly, he rode for Mr. H. O. Barnard in 1884, and in the succeeding year for Captain Samuel S. Brown. In 1886, he was with the Honorable William L. Scott, of Erie, but in 1887 paid most of his attention to his own horses, which, among

others, included Eolian, Cyclops and Speedwell. An engagement with Mr. J. B. Haggin was made in 1888, and in 1889 he rode for the Honorable August Belmont. Mr. Haggin again secured his services in 1890 and 1891, and Mr. Marcus Daly enjoyed them in 1892-94. In 1894, his salary was the highest ever received by an American jockey, aggregating, as it did, \$23,500. Three of the most prominent owners shared his services, Mr. Daly having the first, Mr. Belmont the second, and Dr. Gideon Lee Knapp the third call upon him. He rode in 1895 for Colonel Ruppert, and in the season of 1896 de-

lighted his old-time admirers by a notable victory with Ornament, in which all the qualities of that riding which won him fame were still apparent. Indeed, at all times where weights permitted, he could have the pick of the best mounts.

It is interesting to know that Garrison considers Tammany the greatest horse among his innumerable mounts, while Montana's Suburban Handicap, in 1892, was, in his opinion, the most remarkable winning race in which he ever rode. Personally popular, alike with his associates, with the officials of the tracks and with owners, he fully enjoyed the confidence of the racing public, whose enthusiasm he never failed to arouse by his performance in the saddle. The success which Garrison enjoyed was due in the first place to a natural aptitude for



EDWARD H. GARRISON

the profession. At the same time, he possessed all the other qualifications necessary in a successful jockey, including confidence in himself, good judgment and an instinctive knowledge of horses, which was strengthened by years of close application and study of the subject. His final retirement from an active participation in riding has never ceased to be regretted by thousands of frequenters of the race track who had learned to admire his brilliant performances.

To achieve success in the saddle a jockey must be possessed of many sterling qualities. A complete acquaintance with his work and an accurate knowledge of thoroughbreds are not the only requirements. There is a personal quality in the problem that cannot be overlooked. Many temptations lie in his way, temptations that unless he be an individual of strong character are very likely to prove his ruin. Dissipations that too often result from sociability and from the popularity that attaches to every successful rider may in the end be the bane of his existence, and an absence of integrity will also surely undermine his career. If a jockey expects to be in the first class, he must certainly keep himself in perfect condition, physically, and be recognized as straightforward and reliable, professionally. Add these qualifications to the technical skill that he must possess and he may fairly expect that both fame and handsome financial returns shall be his reward.

Among those jockeys of the present who, by strict attention to these principles, have fairly earned the distinction of being in the first class, Harry Lewis, who has had many years of experience, is probably as good a rider as ever had a "leg up" upon any course. He is a native of England, having been born in Gloucestershire in 1869, but his entire life has been passed in the United States. When he had attained the age of thirteen, he yielded to the passion for horses and entered the stable of Mr. James Jennings at Sheepsh-head Bay as an exercise boy. After one year, he went to Kentucky, and became attached to the stable of Mr. John Ray, of Lexington, with whom he served for a single season. A short period of employment with Mr. P. H. Duffy followed, and then a year in the stable of that prince of turfmen, Mr. James R. Keene, and a year with the Messrs. Dwyer Brothers.

By this time, the young man had perfected himself so well in his work that he was recognized as being possessed of all the best qualities necessary to the making of a good jockey. Mr. R. Bradley, best known perhaps

as "Virginia" Bradley, gave him his first mount on King B. He easily proved himself capable of riding with the best boys of the time, and as often as opportunity presented itself, his employer continued to allow him to ride. Judge Elliott then secured first call on Lewis' services, but during the two years that he rode for that owner he had many outside mounts. At the expiration of his services with the Elliott Stable, Lewis made no regular engagement, but rode whatever suitable mounts offered themselves. He was successful in carrying many horses to victory, and his reputation as a first-class rider was steadily on the increase. His services were then sought by Mr. W. H. Timmons, for whom he rode for two seasons. Then desiring to work for himself, he bought Prince Albert, whom he trained and rode with very fair success. Not contented, however, with this somewhat circumscribed field of operations, he signed with Mr. H. Simmons, of Louisville, Ky., but remained with that stable for a short time only, when he was engaged by Mr. P. McGlade, for whom he rode several good horses at the Gloucester, N. J., race course.

During his career in the saddle he has ridden the winner in many of the important stakes. He rode for Mr. J. E. Seagram in 1896, and again in 1897, and in those two seasons added materially to his winning mounts. He carried off the Wayne Hotel Stakes and the Cadillac Hotel Stakes in 1895, and

won the Queen's Plate at Toronto two years in succession, on Mr. Seagram's Millbrook in 1896, and upon the same owner's Fernandine in 1897. More recently, Lewis has been engaged with Mr. James McLaughlin, and has also ridden for other owners, including Messrs. M. F. Dwyer, J. J. Harrison and William C. Daly. He is still able to ride at medium weight and retains his good form. He has an excellent record as a fair and square rider. Many turfmen recall numerous terrific finishes in which he has successfully participated, while other good work from him is confidently looked for in the future.



HARRY LEWIS

Some boys have devoted years to apprenticeship before they have attained sufficient knowledge to enable them to ride. Others seem to have an intuitive sense of jockeyship without long preliminary training. It is not often, however, that one is able to enter the profession with practically no familiarity with horses. Such instances, however, we run across now and then, but rarely, if ever, has there been a more striking example of this class than John Lamly. To what is commonly denominated an apprenticeship, he really devoted two months of time. For eight weeks he was an exercise boy and then graduated to the saddle. The success that he has achieved as a jockey seems even more remarkable when we thus consider the circumstances under which he entered upon his career. It was something to his advantage, however, that he came of a family of crack riders, and, undoubtedly, the aptitude for racing was born in him. He is a native of Babylon, L. I., having been born in 1871. As a youngster of only twelve years of age, he entered the stable of the Honorable August Belmont, and was put astride of a thoroughbred for the first time. It was there that he had his two months' service as an exercise boy, preliminary to his promotion to the position of rider. That was in 1883, but his turf career was not continuous from that date. After a time he gave up stable work, and, returning home, attended school, applying himself closely to his studies for the next four years. But the love for horses and the turf was inherent in him, and finally he left

home again and became attached to the stable of Mr. William C. Daly. In the service of Mr. Daly he was engaged somewhat in exercising, but the greater part of the time saw him riding. For five years he remained with the Daly Stable and gained a wide and valuable experience. He had mounts upon all the principal courses of the country, and soon came to have a great deal of public recognition for his admirable performances.

Even before the public came to a clear appreciation of his cleverness, his work attracted the favorable notice of Mr. M. F. Dwyer, who gave him a year's engagement. After his splendid service there, he transferred his allegiance to Colonel Jacob Ruppert, Jr., for whom he rode two years, winning many notable events. In 1895, he

changed to the stable of the Messrs. Keene, and wearing the famous white and blue-spotted jacket and cap, was for several seasons the centre of attraction in many interesting events. Those who saw his performances upon such cracks as Kingston, Banquet, Longstreet, Yorkville Belle, Dobbins, Raceland, Civil Service, Counter Tenor, Don Alonzo, Potomac and many others, have had an understanding of brilliant, serviceable riding. His victories, in number and in character, during the time that he has been riding, will compare favorably with those of any other jockey, and some of the richest stakes and purses have been pulled off by him. On Mr. Richard Croker's Prince George he won the Toboggan Slide Handicap, at Morris Park, in 1893; on Mr. M. F. Dwyer's Raceland he won the Hudson River Handicap, and with Major Domo won nine out of ten consecutive

starts. With Civil Service he won the Scramble Stakes in 1891, and again in 1892; the Breckenridge Stakes, in 1891, on Major Domo; the Expectation Stakes, in 1893, on Chatham, and the United States Hotel Stakes, in 1894, on Peacemaker. His Metropolitan Handicap, with Mr. Keene's Voter, in 1897, when he led by the post such speedy ones as The Winner, Casseopia and others, over the Withers Mile in 1 minute, 41½ seconds, was only one of the many brilliant achievements that have distinguished his long and eventful career.

In the fall of 1897, Lamly was principally engaged with Mr. Marcus Daly, riding on the Montana circuit, and was little, if any, seen on the Eastern



JOHN LAMLY

courses. More recently he has been under engagement to Mr. M. F. Dwyer, his old employer of several years ago, and has also occasionally ridden for other stables, when Mr. Dwyer has not had need of his services. At the Spring Meeting, at Morris Park, in 1898, he won the Bouquet Stakes on Kingdon. He is a thoroughly good jockey, who has worked long, persistently and honestly, and has attained to the position that he now holds through his undoubted merit. He is held in high esteem by the public and is respected and trusted by those owners who have had occasion to avail themselves of his clever talent. Racing is made more interesting to the public and of more moment to owners by reason of the service of such jockeys as Lamly.

That intelligence and education count for much toward success as a jockey is demonstrated in repeated instances. It is no easy task to guide a horse safely through a field of struggling rivals. To accomplish this requires something more than mere courage and physical strength. The jockey who hopes to be successful must not only have made a particular study of his profession and have acquired a complete knowledge of the thoroughbred, but he must also be master of himself and a good judge of other men. These qualifications call for more than ordinary intelligence. In the broadest sense a good jockey must be a great general, with all the masterful power of brain and hand which that term implies.

Having been a well-known and justly popular jockey for something like ten years Charles A. Ballard has, in natural qualifications and in special attainments, quite met the demands of his exacting profession. He was born in October, 1874, at Englewood, N. J., and, unlike many horsemen whose careers have been followed with interest, received a substantial public school education. In respect to learning, he is considerably above the average, and since leaving school has missed no opportunity that has presented itself for self-improvement. His turf experiences date from the time when he was fourteen years of age. Then he entered the establishment of the Messrs. Dwyer Brothers as an exercise boy. He at once showed that he had an aptitude for his chosen work, and being bright and observant, the stable, that was then under the charge of Mr. Frank McCabe, proved to be an excellent school for him. From the outset intelligence and fidelity to his important trusts characterized all his work, and these same qualities have always been the particularly distinguishing features of his career, and have gone far toward winning for him the substantial reputation that he has achieved.

Having served the Dwyer Stable well and acquired whatsoever benefit could be derived therefrom in the way of mastery of his profession, Ballard's services were next, for a short time, employed by Mr. Jeter Walden.

His first important connection, however, was with the stable of McMahon & Co., those owners having been attracted to him by a knowledge of his skill and reliability. His first mount for this stable was Ariel, at the Clifton, N. J., Course, in a race in which he came in third. During the season of 1890, he rode for Mr. Thomas F. Barrett at the Guttenberg track and also for the Glen Island Stable. The horses that were in the stable of Mr. Barrett included some very good performers.

In 1893, Ballard went West and rode some important races in that section, including several at the Hawthorne Park Course during the World's Fair. For the latter part of the season of 1894 and throughout the season of 1895,

his services were secured by Mr. H. Eugene Leigh. As is well known, the stable of Mr. Leigh held some of the most celebrated runners known to this decade of the American turf. Those of the string ridden by Ballard included such excellent performers as Ducat, Urania, Handspun, Chant and Hawthorne. With the last named horse he was particularly successful, out of thirteen starts winning no less than nine races. After he had closed his engagement with Mr. Leigh, he contracted to ride for Colonel James E. Pepper, although, for a time, his former employer still retained the first call upon his services when required. In 1896, he attached his fortunes, principally, to the stable of Mr. J. J. McCafferty.

While Ballard's career has not been as conspicuously brilliant as that of some other jockeys, it has been altogether worthy and has been particularly notable at several points. His ability has been demonstrated on more than one occasion by his success with horses that, in other hands, had proved poor or uncertain performers. One example of this was in Charade, as it is well known he was the most successful rider that ever had a "leg up" on that son of Charaxus. Agreeable in manner, Ballard has a wide personal acquaintance with turfmen, among whom he has always enjoyed the best reputation, while his skill has commended him to owners and to the race-going public.



CHARLES A. BALLARD

Light weight jockeys, it is well recognized by all turfmen, are in many cases quite unable to give the most desirable results with heavy headed horses. Animals of this class possess all the important requisites for high class racing, but everything depends upon their handling. Perhaps this is an altogether trite saying, for as a matter of fact, upon the correct handling of every horse his success in a great measure depends. But in some particular cases, as, for example, those just referred to, this need is more than ordinarily apparent. A jockey, in order to get the best out of the animal that he rides, must be fully adapted to him. It might be more correct to say that he must be able, in every instance, to adapt himself to his mount, for that, after all, is the real secret of the matter. Some jockeys, it is true, seem to be peculiarly fitted for riding certain particular kinds of horses. This is admirable as far as it goes, but when all that can be has been said, he is the best rider who, after barring certain obvious qualifications and limitations, mostly pertaining to weight, has the natural talent of adapting himself to any mount that comes in his way.

Referring again to the general difficulty of light weight jockeys with heavy headed horses, Frank O'Leary is a conspicuous and notable exception to the somewhat general rule. He is one of the very few of his class who have again and again demonstrated their ability to ride, and to ride well, that particular kind of thoroughbred. It might, in fact, be said that he is possessed of a somewhat remarkable faculty, perhaps an almost intuitive power, in this respect. On many occasions he has fully displayed his power to the great satisfaction of owners and to other frequenters of the race courses, whose familiarity with such matters has made them sufficiently astute to recognize his exceptional skill in connection with such mounts.

Numerous instances might be cited of the work of this capable jockey, as proof of his skill. Perhaps as notable a case as can be readily recalled was his really clever riding of the well-known mare, Sue Kittie, who was owned by Mr. O. A. Jones and Mr. W. P. Burch, when O'Leary rode her. Under his riding she ran many successful

racings, defeating some of the best horses now on the turf. In 1895, at St. Asaph, she ran $6\frac{1}{2}$ furlongs in 1 minute, $24\frac{1}{2}$ seconds, beating The Scalper with Keefe up and Reform with Doggett up. At Brighton Beach she traveled a mile in 1 minute, 42 seconds, beating Doggett with Doggett up, Corncob with Garrigan up and others. At Baltimore, the same season, she beat Mabel Glenn, Juanita, Lady McCann and others in mile races easily by three to ten lengths. In 1896, at Sheepshead Bay, she ran $1\frac{1}{2}$ miles on the turf in 2 minutes, 37 seconds, piloted by O'Leary and beating Sir Dixon with Ballard up, Long Beach with Sims up, Mirage with Sloan up and Jefferson with Lamly up. Upon many other occasions with worthy competitors, O'Leary brought her in at the head of the field in remarkably good time.

Although he was born at Prescott, Ont., his birth occurring March 18, 1879, O'Leary's connection with the domain of horseflesh has been almost entirely during his residence in the United States. His record has been made upon the tracks and in the employ of stables located on this side of the international boundary line. He came to this country when he was only thirteen years of age and at once entered upon his racing career, passing through the preliminary apprenticeship of exercising, before he attained to the position of jockey. He was not slow to demonstrate the fact that, in addition to natural qualifications for the position, he possessed special faculties, as has just been noted, for the handling of difficult



FRANK O'LEARY

horses, and this has had much to do with making his success as a jockey. He has shown his ability on so many occasions in sharply contested events, that there is no question of the high rank that he holds in his profession.

The first mount that O'Leary had was Blue Garter, a horse owned by D. Higgins. The race was at the Guttenberg track. From that time on he has been in constant service riding for several owners, latterly for Mr. Burch and for Messrs. F. R. and T. Hitchcock. Herides an exceptionally strong finish, and those who have watched him most closely believe that he has within himself the making of a notably successful future.

A native of Canada, Henry Spencer, although he has not yet passed out of his teens, has had a wide experience and is justly regarded as one of the brightest and most promising boys that have ever ridden a horse to victory. He was born in 1880, and had his first acquaintance with racing affairs when, in the spring of 1894, he entered the employ of Mr. A. P. Miller, of California. He was quick to master all the points of the business, and early displayed a natural skill in riding that plainly pointed to his ultimate success as a jockey. Before the close of his first year with Mr. Miller, he received a mount and had the opportunity to show what qualities he possessed. His success on Favory on that occasion was gratifying to himself and to all who had an eye upon him as a coming rider. For another year he rode with Mr. Miller, having a small number of mounts, out of which he secured a fair proportion of winners. His next engagement was with Mr. William Donovan, for whom he rode one season, and continued to have a success that amply justified his choice of vocation.

When the period of his engagement with Mr. Donovan had expired, he felt sufficient confidence in himself, and his services were so generally in demand by those who had come to appreciate his talent, that he determined to ride as a free lance, and was thus occupied for one season. Speaking of this experience, he says that he considers he had the best good fortune of his career, for he rode about three hundred races, winning some seventy of them. Recently he has signed to ride for the stable of Messrs. L. S. & W. P. Thompson, under the direction of that past master of racing and training, Mr. James G. Rowe. He has also, when

his services have not been required by the Thompson Stable, ridden for Messrs. John Sandford, L. O. Appleby, J. Rowe & Co., John Daly, J. E. McDonald, W. C. Daly, W. B. Landsberg, W. B. Sink, Jr., and others. He has of late been very successful, having, during the early season of 1898, won a large proportion of the races in which he rode. One of his noted feats was in winning the Withers Stakes on The Huguenot, piloting the winner over the Withers mile in 1 minute, 43 seconds. The same day he rode the Messrs. Thompson's Reprisal to

victory over the Eclipse course in 1 minute, 13 seconds. He also won the Claremont High Weight Handicap, 6½ furlongs, on Warrenton, in 1 minute, 23 seconds, and a 5 furlongs race at Gravesend, on Formero, in 1 minute, 2½ seconds.

Spencer is regarded as one of the best riders that have come out of California in many years, for although he was born in Canada, his training, as has been already seen, began on the Pacific Coast and practically continued there until his form as a jockey had been fully established and his reputation assured. The Golden State has given to the rest of the country many very capable horsemen, especially trainers and jockeys, as well as owners. The magnitude of turf op-



HENRY SPENCER

erations in that section has naturally developed a class of capable stable employees, and many of them have made reputations for themselves that have extended throughout the country. It speaks well for Spencer that those who have watched him closest and are most familiar with his work, hold that he will not be second even to the greatest representative American jockeys. He is a quiet, unassuming boy, and has every prospect of a brilliant future.

As the domain of the thoroughbred has broadened and new sections of the United States have, from year to year, come into the racing field, it is becoming a task more and more difficult to speak with complete confidence of any particular part of the country as being the nursery of either runners or riders. Predominance in these respects naturally remains more or less with those localities where breeding and racing have long been fixed as an institution. Nevertheless, as the investigator into American turf history finds, and is often obliged gladly to acknowledge, the newer parts of the country are not altogether devoid of interest and importance in these matters. Many good horses, many good turfmen, and many good jockeys have come from out of the West.

Particularly is that true of Ohio, although that State is not, however, so far from the early and natural home of the thoroughbred as to make it quite fair to regard it as belonging to the West when the particular matter now under consideration is brought up. The sentiment for the thoroughbred has extended over the line from Kentucky into the more Northern State, so that the people of Southern Ohio are scarcely less infused with a liking for the blood horse than their neighbors of the blue grass territory. The proximity of Lexington and Louisville, the great thoroughbred centres, has had an undoubted influence upon the people of Ohio, and the young men and boys in and around Cincinnati look upon a racing career quite as eagerly as though they had been born further South. Among the Western jockeys, who are so-called from the place of their origin, but who are really Southern in the spirit that pertains to racing, no one has recently attracted more attention than Joseph Scherrer. He was born in Cincinnati, August 8, 1876. After receiving a good common school education, he was engaged in selling papers on railroad trains. His brightness attracted the attention of many who came in contact with him, and Mr. John Hoffman, the well-known turfman, took a special fancy to him, believing that he had in him the making of a first-class rider. He was engaged by Mr. Hoffman for a short time as a stable boy, but did not long continue to be thus employed, returning to his home in order to engage in other occupa-

tions. By this time, however, the passion for racing was firmly fixed in him, and it was not long before he formed another racing connection, going to Chicago and entering the stable of Frank Van Ness, who will be long remembered as the owner of that sensational horse, Morello. For some five months the young man remained with Mr. Van Ness, but in the autumn of 1894 he went to New Orleans, where he took a position with Mr. Sidney Berry. Finally, he signed to ride for Mr. F. C. Fisher, and this engagement, which was a wholly agreeable one to him, extended over a period of two years. His career, while riding for Mr. Fisher, was of a notable character, and stamped him as a jockey of the first class. Not only in the West and South was he successful, but his achievements in those sections of

the country were supplemented by equally notable performances in the saddle upon the various Eastern courses. He was easily in the class of the first winning jockeys of the season, and his riding was watched with as keen an interest as was bestowed upon that of any of his competitors. No rider known to the turf in recent years has been a harder or more conscientious worker. It has been nothing for him to run up the number of his races during a season to several hundred, and his wins have been proportionately large in number.

Messrs. Bromley & Co., having observed Scherrer's brilliant riding and the great success that so frequently crowned his work, made

overtures for his services while he was employed by Mr. Fisher, and he finally entered into a contract with them, beginning with the season of 1897. For the Bromley Stable he rode some good races, but did not confine his services to those employers alone. He also had mounts from the Sensation Stable, the Kensico Stable, Messrs. J. A. Bennett, Charles Fleischmann, George E. Smith, G. W. Innes, A. H. & D. H. Morris, M. F. Dwyer and many others. His work in this, his first season on the metropolitan tracks, amply fulfilled the expectations that the knowledge of his Western performances had aroused in regard to him. He possesses remarkable finishing power and judgment of a high order.



JOSEPH SCHERRER

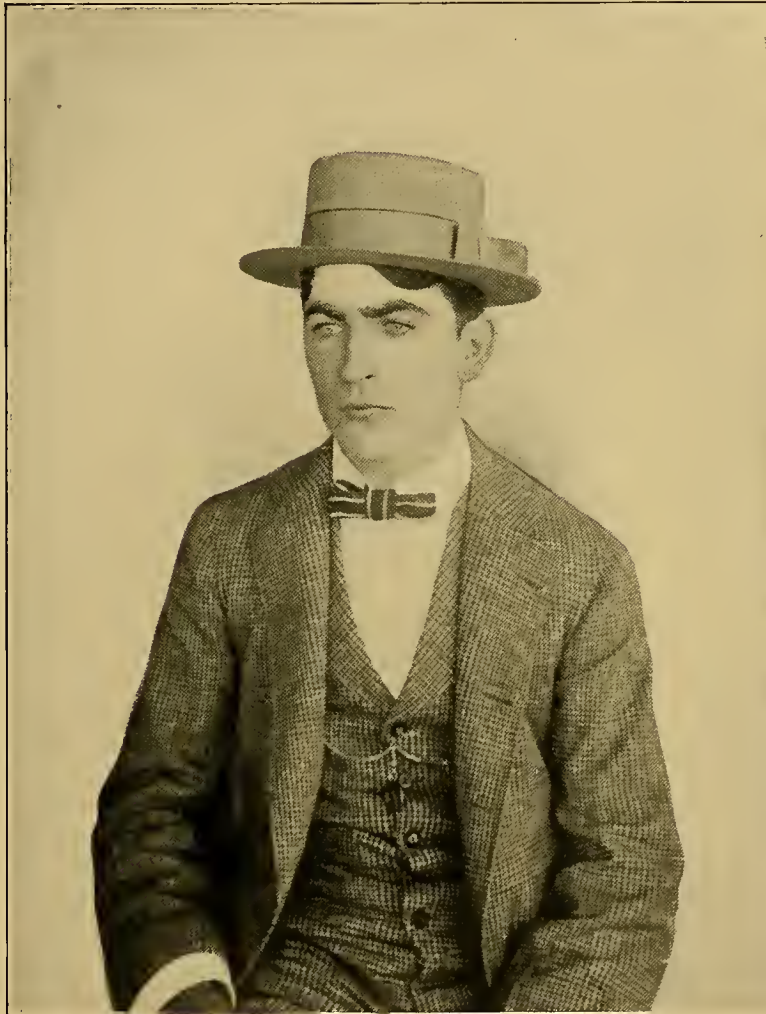
Few professions are more lucrative than that of the jockey. A successful jockey of the highest class can easily earn many thousands of dollars a year, while at the same time numerous and valuable gratuities are continually coming to him from appreciative owners and admirers. For youngsters—and it is a noticeable fact that by far the larger number of jockeys are of youthful age, or, at the most, comparatively young men—these annual incomes constitute very comfortable sums. In fact, there are many successful business and professional men who would consider themselves very well off indeed if they were able to put that amount to their credit every year. It is undoubtedly these rich rewards that pertain to the profession that make one of its strongest allurements. The young men and boys who are thus so handsomely recompensed could scarcely expect to make as much in any other employment, or, on the whole, to make it more agreeably or more according to their natural tastes.

It is to the credit of the profession that notwithstanding the rich emoluments that come to them, most jockeys do not lose their heads over their good fortune, but take it seriously and conservatively. There are exceptions to this rule, of course, and any old turfman will point out to you not a few examples of knights of the pigskin to whom prosperity has proved a bane. That these are exceptions, however, only serves to make more plain the excellent personal character of the young men who sport the silken jacket. On the whole, they are not carried away by the glamour of their positions and the brilliancy of its rewards, but are hard-working, reliable and thrifty. Most of them, in the course of time, accumulate some-

thing from their earnings, and are thus able to enjoy a somewhat independent future after their riding days have closed.

In this large class of ambitious and promising young lightweights, Thomas H. Murphy is another, who, by virtue of his public performances, is abundantly entitled to consideration. Murphy was born in Chicago, July 29, 1876. When he was about fifteen years old, he entered the employ of Chinn & Morgan, with whom he remained during the season of 1892. Before the

season was ended, he rode a few races, several of them successfully, his first winning mount being on Erect. The following season he was engaged as lightweight jockey for the stable of Patrick Dunne, and had excellent success, riding several hundred races and winning about thirty or more. The following year he was booked to ride for the Whitten Brothers for two seasons. While with that stable, he rode something over eight hundred races, winning more than one-quarter of them, several of his successes being for important stakes and handicaps. On Assignee he won the Inaugural Stakes, on Tartarin the Golden Rod Stakes, and also other events on Nick and similar good horses. In 1897, Murphy was engaged to ride for J. W. Schorr



THOMAS H. MURPHY

& Son, and during the year he won nearly one-half of the our hundred races which he attempted. On Meadowthorpe particularly he had good success, winning at Cincinnati, on that horse, the Moerlin Stakes in 2 minutes, 1 second, and the Moerlin Handicap in 1 minute, 53 seconds. More recently, he has been engaged to ride for Turney Brothers, and has made a very favorable impression in the East.

Edmund J. Jones, who is equally well known upon the great race courses of far away California, as well as upon those of the East, is a newcomer among the Eastern jockeys. Nevertheless, although he has been in the saddle only a few years, he has already begun to make a reputation for himself and to show that he is possessed of the true qualities requisite for success in his chosen profession. He is a native of the West, having been born in Iowa, in January, 1878. Like so many other individuals of whom it has been the good fortune of these pages to treat, he began his experience with thoroughbreds very early in life. In fact, he had scarcely attained the age of fifteen when, in 1893, he entered the employ of that well-known and energetic turfman, Frank Van Ness. In the establishment of Mr. Van Ness he remained two years and had the customary experience of youngsters who aimed to learn the business. First he was set to exercising but remained thus engaged for the short space of three months only. By that time it was clear that he had made no mistake in his choice of vocation and when he received his first mount on Netwood and won the race, there was no longer any question as to his future.

He remained with the Van Ness Stable a little more than a year and a half after this, his first success, and was as hard working a jockey as had a seat in the saddle anywhere in the United States. The races he rode in that time ran up to the number of several hundred and of these he had a percentage of winnings that was eminently creditable. Mr. Adolph Spreckles, the California turfman, saw his work upon the tracks on the Pacific Coast and was so pleased with it that he engaged him for his stable and

there he rode for one year. In that time he had some 500 mounts and won nearly 100 races, among them being several important stakes and handicaps, in which he contended with horses and jockeys of the first class. From the stable of Mr. Spreckles he went to the establishment of Messrs. Burns & Waterhouse and rode for those gentlemen for one year. His record for that year was over 600 races, of which number he was successful in winning about 140, several of them being of very important character.

Like all jockeys who have won their way to a place of distinction on the strength of their merits, Jones was not inclined to longer attach himself exclusively to the fortunes of a single stable. Accordingly, upon the termination of his services with Messrs. Burns & Waterhouse, he decided to ride on his own account as a free lance. Several large owners were glad to employ him and he had a mount some 450 times during the season. His winning races ran up to between sixty and seventy. In the winter of 1897, while riding on the Southern and California courses he had very good success. In particular on Satsuma, he established three records in California; the mile record at 1 minute,



EDMUND J. JONES

39½ seconds; the ⅞ of a mile in 1 minute, 27 seconds, and the ¾ of a mile in 1 minute, 12 seconds.

In the season of 1898, riding for the Sensation Stable on the Eastern courses, he made an excellent impression. His riding weight is 100 pounds and among jockeys of his class he has already taken good position. If he shall maintain the pace that he has marked out for himself, he is more than likely to be classed as one of the most capable riders of his day.

The young men who pilot the great thoroughbreds to victory in these days are as hard-working as they are clever. Expansion of racing interests and increasing number of racing meetings, with consequent addition to the number of races that are run, have resulted in a demand for jockeys such as it is scarcely possible for the supply fully to meet. In spite of all that may be said, it is reasonably doubtful if the conditions of the turf that make it necessary to call upon a jockey to ride three, four or five times a day and, comparatively speaking, almost without cessation throughout the entire year, is altogether advantageous, either to the public, the racing men or to the jockeys themselves. Nevertheless, it is doubtful if any change would be possible or advisable, all things considered, so long as the number of really efficient jockeys is limited. An enlargement of the corps of riders and the less frequent appearance of individuals might, after all, be less agreeably received by the public, since the popularity of a jockey is now one of the most engaging elements of the sport.

He who rides a great number of races is always in the public eye and his ability is clearly demonstrated beyond the possibility of cavil. In a matter which is always so open to inspection as riding must necessarily be, the public cannot long be deceived. The jockey of inferior calibre is soon relegated to secondary position and it is only those whose merit is of the highest quality that are in demand by owners and the public. The test of the ability of a jockey is not only in his occasional successful riding, or his brilliant finish now and then, but it must also be measured by the number of mounts with which the owners are inclined to favor him and in which the public is eager to welcome him. While a great jockey may be able, if he so wishes, to limit himself to some extent in the number of mounts that he takes during the season, it is, on the other hand, indisputable that the inferior jockey can, under no circumstance, aspire to a large number of mounts. The jockey who rides in a great number of races must be one of good calibre.

Measured by this standard, William S. O'Connor, although one of the youngest members of his profession,

has already won a position in the foremost ranks. He is a native of Brooklyn, where he was born in 1881. He is another one of that large company of "Father Bill" Daly's youngsters, and his entire racing career has been under the direction of Mr. Daly and his brother, Mr. Michael Daly. The young man began his experience in the employ of Mr. Michael Daly in the spring of 1892. There he was set to exercising horses, and continued in that work for more than three years. Naturally he was anxious to advance, but not having much opportunity to ride in races, even after he knew he was capable, he succeeded in being transferred to Mr. William C. Daly's stable and started in to ride at once. His first mount was on Mr. Daly's Emotional and he finished third. His first winning race was also on Emotional. During the

three months that he rode in the season of 1896, he had something more than 200 mounts, out of which number he was 15 or 20 times successful. The next year, 1897, saw considerable improvement in him. He was put up in about 350 races and out of that number won about 45 or more.

During the season of 1898, his work showed a still further improvement, his percentage of winning mounts being far above the average. His stamina has been fully displayed on more than one occasion, especially, perhaps, at the fall meeting at the Aqueduct Course in 1897, when, in one day, he won three races, each of them by a head, and all of them long shots. The steady growth in form and power

that he has shown while actively engaged in riding during the last three years, shows that he is one of the coming lightweights, and unless all appearances are deceptive, there is a star career before him. His riding weight is 79 pounds, and there are no present indications of that terror of all lightweight jockeys, increasing flesh. He is still engaged with Mr. Daly, to whom he has been apprenticed, while Messrs. Burns & Waterhouse have second call upon his services. As both Messrs. Daly and Burns & Waterhouse have large stables, a very busy career seems to be certainly marked out for him. That he will be fully equal to his opportunities there should be little doubt.



WILLIAM S. O'CONNOR

That Lexington, Ky., should certainly produce a proportionately larger number of distinguished horsemen than any other place in the United States, has long ago been a foregone conclusion. So often has reference to that interesting fact been made in the pages of this volume that further comment upon it has naturally become superfluous. The matter is, however, more or less interesting to recall whenever the career of one of these Kentuckians, be he breeder, owner, trainer, jockey or otherwise identified with racing, is brought prominently to attention. In the case of James Perkins, the well known and successful jockey, another example of the result of thoroughbred environment conspicuously presents itself.

Being a native of Lexington, that home of racing and thoroughbreds, Perkins naturally absorbed from infancy that knowledge of horses which is part of the childhood training of every Kentucky youngster. As far back as he can remember, he was thrown more or less into association with thoroughbreds, and as soon as he was able to maintain a seat upon a horse, his initiation into the mysteries of riding had their beginning. Being a promising lad and displaying a great deal of nerve and good judgment, especially of pace, he was looked upon with abundant favor by the turfmen under whose inspection he came and who were always on the outlook for new and promising youngsters.

His first actual engagement was with Peter Wimmer and his first mount was on Ordain, with whom he finished second in the race, a feat that more than ever convinced those who had put faith in him that he had all the elements of a good future before him. His first winning mount was on the mare Caroline Kinney. The

more that was seen of his work in the early days of his career, the more his exhibition of skill attracted the notice of prominent owners, and after a short time he was engaged by the Messrs. Scroggan Brothers to ride their horses. He did not remain long connected with this stable, and when his contract had expired he engaged as a free lance, being employed to ride by such well-known and exacting owners as Captain S. S. Brown, the Messrs. Fleischmann and others of similar standing.

Mr. Byron McClelland sought his services next, believing that he would be a very valuable adjunct to his racing stable. At that time Mr. McClelland was the owner of the renowned Henry of Navarre and other thoroughbreds who were almost in the same class. He made a contract with Perkins, and the arrangement was one that was mutually advantageous. The great horses that Mr. McClelland raced gave Perkins the best opportunity that he had thus far had, and he showed himself fully equal to the situation, winning many desirable stakes for his employer. After leaving the McClelland Stable, he rode for several other prominent owners, but finally made a contract with Messrs. Graves & Co. His appearance at Morris Park, in the spring of 1897, when he tied



JAMES PERKINS

the $4\frac{1}{2}$ furlongs record, on George Keene, attracted renewed attention to him. "Soup," as he is known, is considered one of the best middle weight jockeys now in the saddle. He is clever and painstaking, and especially smart in finishing. His services have always been greatly in demand and his mounts have been from among the great turf champions of this period. His winning races have included many of the most notable events of modern times,

Precocity in the young men who, in silken jacket and cap, pilot the great thoroughbreds past the judges' stand, amid the applause of onlooking thousands, has come to be well nigh proverbial. It is interesting to consider that in no other profession are boys able to attain to such prominence and to win such valuable returns in fame and money, even before they are out of what should be their school days. All this shows not only the remarkable opportunity offered by the racing field, but it also indicates the existence of a class of youngsters who, even before they have come to maturity, are in possession of qualities of physique and of intellect which might well be the envy of many of their elders.

Jockeyship is an exacting profession and calls for more than the mere ordinary ability to keep a seat in the saddle. The courage, the vitality, the quickness of perception, and the rare good judgment of pace and of other details, are proof of something more than ordinary ability in the persons of those individuals who are thus possessed of them. An explanation of this phenomenon would be interesting to seek, but must be left to other students. Nevertheless, one cannot refrain from constant admiration at the sterling ability displayed

by these lads, even before they are really well into their teens. One of these successful young men is John H. Jackson, who was born in Lexington, Ky., in 1879, and who began his racing experience in 1894, being employed in the stable of Lee Christy. Although he remained in the establishment of that horseman for a year, he was kept at exercising only about six months, so quickly did he display his skill for riding. Some good mounts were offered to him at once, and during

the remaining six months that he remained with Mr. Christy he rode about seventy-five races, winning eighteen of them. His first winning mount was on Martin, and afterward he won on Manchester, Howard Mann and others of the same class. His work in his first season was of good quality, and marked him as a boy of more than ordinary skill. His winnings were generally the result of intelligent hard work, and he soon came into the class of those jockeys who have a special following of race track frequenters. Signing a contract in 1895 to

ride for Samuel C. Wagner, he had better success during that year than ever before. The races that he rode numbered about 150, and of these he pulled off about forty. The horses that he rode included Umbrella, Alice W. and others. In 1896, he signed to ride for J. R. Bradley, and had fair success with the representatives of that turfman's stable, riding such horses as Buckeye and numerous other good ones. More recently, Jackson has ridden for Mr. J. A. Bennett, who has retained first call on his services. In 1897, he rode about 140 races, of which he carried off about thirty, making a very good record. He has developed strongly since he first began to ride, and has shown that he is possessed



JOHN H. JACKSON

of some very good qualifications that give promise for his future. He is a firm, strong rider, and is capable of keeping his place in good company. Turfmen are watching him closely to see to what measure of success he may ultimately attain.

It will not escape notice that many aspirants for jockey honors never succeed in securing a firm hold. It is, therefore, agreeable when a lad like Jackson comes forward in whom there seems to be a substantial basis for success,

Jockeys are born, not made. As we have so frequently seen, most of the men and boys in the saddle have risen from the ranks of stable boys and have had few opportunities, either for general education or for special instruction in their profession save such as they have been able to pick up in the stable. That this has been the best possible school in developing great riders, the practical experience of years has demonstrated beyond the possibility of question. There have been theorists who have long and persistently maintained the proposition that young men of education would more than hold their own as jockeys, if they entered into the business with the same zest as is displayed by the lad who is employed in a great stable as an exercise boy and who knows that he has his future in his own hands.

As a matter of fact, however, this proposition has never been seriously put to test. Nothing has yet been found superior to the experience gained in knocking around the stable and the youngster who should attempt to come to the saddle without this experience and relying altogether on his general knowledge and education, would find himself at a great disadvantage when brought into competition with rivals who have run after horses almost from the time that they were able to walk. Occasionally there is an exception to this rule, but the exceptions have never been numerous nor important enough to call for anything more than momentary attention. It is not likely that this condition of things will soon, if ever, change. The successful jockey will probably long continue to be the natural outgrowth of the stable and of practical, rough everyday experience with horses. Some years ago, it is true, the theorists went so far as to propose that a school for the instruction of jockeys should be established in New York City. Nothing ever came of this plan,

however, and probably less than nothing would have resulted from it, had it been possible to put it into practical working.

James T. R. Johnston is a type of the young Irishman who has grown up with horses almost from the time that he was an infant, and whatsoever success he has attained has been based upon his boyhood experience. He was born in the County Tyrone, November 12, 1878. His father was a well-known horseman, and the boy when he was ten years of age began exercising the

horses in his father's stable. The same year he rode his first race on Fairy Queen and continued riding thereafter. Although so young that it seemed as though he could scarcely keep his place in the saddle, he displayed exceptional proficiency and had excellent success with all his father's horses that he undertook to pilot. On the turf of Ireland he was considered one of the best lightweights. His ability was strikingly displayed by the fact that he was successful in winning with his first three mounts.

Johnston's riding was not confined to the stable of his father, but he was engaged by many other owners in Ireland and in England, among them being Messrs. Henry Hamilton, O'Neil and P. Kane, Dr. Leitch and others. In 1893, he began to ride jumpers and has been quite as suc-



JAMES T. R. JOHNSTON

cessful in this class of racing as he had been previously on the flat. In 1896, he rode the champion high jumpers of England and Ireland. His advent in the United States has been very recent, but since he came to this country he has had success quite commensurate with the reputation that he enjoyed abroad. He has been especially engaged to ride for Messrs. E. & A. Craven, who have a stable of half a dozen good horses. His riding weight is 130 pounds, and the public may look forward with pleasureable anticipation to seeing him in many interesting contests.

It is only justice to Harry Martin, the popular lightweight, to say that the position which he holds to-day has been won by thoroughly good work in the saddle, a decided aptitude for his profession and a correct appreciation of the duties devolving upon him. Born at Titusville, Pa., January 25, 1875, "Skeets" Martin, as he is popularly known, received his education in the public schools of his native place, and then, at the age of fifteen, started out to make his own way in the world. Eventually, he landed in California, and it was there that he had his first experience with horses in the stable of Mr. Appleby, who employed him to exercise. After a year passed in this occupation, he entered the establishment of Mr. D. Smith in a similar capacity.

Already, however, young though he was, he had been considered reliable enough to be entrusted occasionally with a mount for the Appleby Stable. In this capacity he rode in three races, his first mount being on a mare named Emma D. It was not, however, until he became fully associated with the stable of Mr. Smith that he had a real chance to display his mettle and demonstrate his aptitude for the professional career that he had marked out for himself. Mr. Smith early recognized his latent ability, and gave him the opportunity that was really the making of him. His first winning mount was on Last Chance, and from that time on his skill was duly recognized, and he became a figure of much interest in the racing world.

In the course of time, it was inevitable that his performances upon the tracks in California, that so clearly demonstrated his skill as rider, should attract the attention of prominent Eastern horsemen who now so often make a winter pilgrimage to that section of the country a part of their yearly itinerary. Among those who watched the boy most critically was Mr. David Gideon, who was so impressed with his merit that he gave him

an engagement. He then came East, and made his appearance on the leading New York courses.

Upon the Eastern tracks he at once displayed the same skill and reliability that in earlier years in California had won him fame and promotion. His winning mounts have been large in number and important in character. Among the stakes that he has won was the Shreve Cup, which he took on Lucky Dog, while he was the hero in several important and exciting races on Damien and St. Lee, including two handicaps on the last-named horse. His riding weight is 100 pounds, and this gives him a decided

advantage that has stood him in good stead on many important occasions. At the same time, he has combined with this and other natural and valuable qualifications perfect coolness, even when in the most trying situations, and exceptional good judgment as to pace and the position of his mount.

Wherever he has appeared, he has made a most favorable impression, both with owners and with followers of the race tracks generally. Throughout his entire career he has conducted himself with prudence and in a manner that has been admirably calculated to win and retain the confidence of his many admirers. Of late he has again been more identified with the West than with the East, and has secured a large personal following. The magnitude and importance of his work can be best understood, perhaps, by the simple statement of his engagements



HARRY MARTIN.

during the year 1897, for example. In that season alone he had 1,257 mounts. His winning races were 269. He was second 242 times, third 181 times, and unplaced 565 times. This would be a creditable record for an old and matured jockey with a lifetime of experience behind him. For a comparatively young man, who in all probability has a long future to look forward to, it stamps him as a high class member of his profession and fixes his position beyond question.

THE AMERICAN TURF

There is no nationality in jockeydom and no sectionalism. Our English cousins naturally claim pre-eminence in this respect, as they do in regard to all other matters of the turf, but again and again even they have been met upon their own grounds and their colors lowered by experienced riders who were not to the English manner born. In the United States the record of jockeys, as respects place of birth and early training, have been altogether varied. It might naturally be thought that the South, where thoroughbred interests have been of such overwhelming importance for generations, would furnish the most proficient jockeys and by far the larger number. Investigation shows, however, that this supposition scarcely holds true. The American turf has had many celebrated riders, who, in the splendor of their accomplishments, have rivaled even the best English jockeys, and they have come to their fame from all parts of the country. The South has furnished many of them, others have come from the far West and even New England has contributed a few, while New York has been specially noted in this respect.

Henry F. Griffin is one of the New York jockeys of distinction. He was born in New York, December 13, 1876, and, when he was about 15 years of age, was taken in charge by Mr. James Shields and initiated into the mysteries of racing. Of course he began as an exercise boy, but his restriction to this work lasted a short time, for he was soon promoted to the saddle and made an almost instantaneous hit.

Few riders ever enjoyed greater popularity than he when he was at the height of his career, a popularity that was in every way merited.

The first horse that he rode was Alaric, who belonged to Mr. Shields and was raced at Gloucester. During the time that he was riding for Mr. Shields and other owners, his ability was recognized by Mr. David Gideon,

who secured his services, and in that stable he had opportunity befitting his talents, and soon demonstrated that he was among the best in the country. Not only did he pilot winners for Mr. Gideon, but he also rode for the Messrs. Keene, Dwyer Brothers, P. Lorillard, Gideon L. Knapp, E. J. Baldwin, Edward Corrigan and others. When Mr. August Belmont, Jr., had assembled his grand collection of thoroughbreds, he engaged Griffin as premier jockey. That this engagement was a wise one for the Belmont Stable no one familiar with the turf history of recent years can for a moment doubt. Griffin's success with the Belmont horses, until the time of his retirement in 1896, was of a notable character. For Mr. Belmont and others he rode such great champions as Lady Violet, Henry of Navarre, Ramapo, The



HENRY F. GRIFFIN

Butterflies, Requit, Clifford, Handspring, Hastings, and many others. Financial prosperity naturally followed Griffin and the full reward of his ability came to him. Although too heavy longer to ride, he still maintains a deep interest in turf matters, and in the future he may be still further identified conspicuously in the sport in which he has borne such an important and brilliant part.

Although Jimmy Michael has attained to greater fame as a bicyclist, there seems to be no good reason why he should not also achieve success in the saddle. The same qualities of stamina, courage and acuteness that have enabled him to win on the wheel, are those which are the essential qualifications for successful jockeyship. During his experience in exercising horses he has found that his bicycle training has been of very great benefit to him. One of the most important things for a jockey is to know how to pace the animal that he is riding. It is the same thing with the bicyclist, and Michael, who has shown himself so clever in respect to the latter, says that he does not find any difference between the two and is sure that he can tell just exactly how fast he is going when on a horse as he can when riding a wheel.

Born in Aberman, Wales, in November, 1876, this clever young man already has an international reputation. He is one of the champion bicycle racers of the world, having met and defeated the best men in that branch of sport in Europe and the United States. He has always had an ambition to become a jockey, and when a boy in his native Wales was accustomed to riding on horseback, even before he had made the acquaintance of a bicycle. Although for a time the pursuit that has brought him fame has most engrossed his attention, it has never alienated him from his early liking for horses, and in coming again to the saddle professionally, he will but return to that pursuit that seemed first to attract him.

It has been remarked of him that he takes kindly to the new pursuit and has been exceedingly quick in

learning how to ride and in acquiring a knowledge of all the details of successful jockeyship. As yet, he has not actually retired from the field of bicycling, a circumstance that is undoubtedly pleasing to his many admirers, who have followed his career with something more than ordinary interest. He does not think that bicycling is likely to interfere seriously with his riding or conversely. The same system of training and adherence to good habits that are found necessary to keep him in condition for bicycle racing are also the important elements in the life of the hard working jockey. He certainly has this advantage, that his occupation heretofore has been of a character to peculiarly fit him for the pursuit in which he contemplates entering. The bicycle engagements that he has will take him from the race course during the season of 1898, but will, on the whole, he expects, tend to improve his condition for riding, rather than to interfere with it. It is likely, moreover, as time goes on and he finds his interests more and more absorbed by the turf, he may be heard less and less frequently in that sport with which he has heretofore been principally identified.

Michael is a lightweight, weighing even when not in training, only 108

pounds. With that natural weight there would seem to be no reason why he should not be able to reduce to 98 pounds, thus putting himself in a class of the most useful lightweights. The exercising and practicing that he has followed up in the Dwyer Stable, under that excellent trainer, Mr. Frank McCabe, have given abundant promise of his future. His career will be watched with great interest.



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It has probably not escaped the notice of those who have given careful consideration to the subject, that the far-away Southwest has taken no inconsiderable part in racing affairs in the present generation. That the sport, as it is conducted in other parts of the country should assume very conspicuous prominence in that section is, to be sure, scarcely to be expected. The racing institution is an object of comparatively slow growth. In the North and in the South, where it has been most fully developed, it has had more than a century of existence, without which there is no sufficient reason to believe that it could ever have succeeded in attaining to its present proportions. Long years are necessary for its fullest development and also for the creation of an interested community that shall give to it the generous financial support necessary to its stability.

In the newer sections of the country which have been settled only a short time, as compared with the older States, the conditions precedent to the full and successful instalment of this sport must necessarily be largely absent. Even as it was in the old colonial days of the Atlantic seaboard, and later on in the Mississippi Valley, the settlers of our great Southwest have been engrossed with the mighty task of subduing nature and of building up a great material prosperity. They have come forward with marvelous strides, and in everything that goes to make up enterprise and successful business have long rivaled even the older parts of the United States. That they have not, as yet, given that attention to the particular sport of racing, is, under the circumstances, perhaps, not altogether surprising. Furthermore, that section of the country, quite as much as New England and the Northwest, is wholly lacking in the inspiring traditions that pertain to the thoroughbred and his performances and that have been for several generations the wholesome and powerful stimulus in developing racing interests in other parts, where, as we have seen, they have become firmly fixed in the hearts of the people.

At the same time, however, the people of the Southwest have shown to some extent that they are by no means devoid of that passion for racing that characterizes their fellow-countrymen elsewhere. They have given considerable attention to the trotter, and the performances on their trotting tracks have been often of a notable character. The running horse also has had his followers among them, and while there have been almost no large and important courses there, the small racing meetings have been very considerable in number. Especially is this true of Missouri, Kansas and Texas. In many years in Missouri, for instance, there have been a dozen or more racing meetings during the season, those at St. Louis and Kansas City being the most important, and really of national character. Such places as St. Charles, St. Joseph and others of lesser note must also be included

among those which have given favor to meetings for the thoroughbreds. In Kansas there have been frequent meetings in such places as Atchison, Wichita, Leavenworth and elsewhere. Texas, too, has come into the ranks of racing States, the meetings at Houston, Dallas, Victoria, Denton, and other centres of population having attained to a character that entitles them to more than passing notice.

From this section of the country also have come a few of the leading American turfmen of this period, and their names are known and respected wherever the thoroughbred is followed. Texas, in particular, has raised some good horsemen. The horse interests of that State, thoroughbred and otherwise, have developed strong riders and trainers, men who have been familiar with horses from their earliest youth, and who have a complete and accurate understanding of the equine nature. Some of them have been the outgrowth of cowboy experience, and it is interesting to note in passing that, among cowboys of the Southwest, the old-fashioned quarter racing that was so much practiced in the colonies, a century or more ago, has continued much in vogue even in the present time. It is not from this class of horsemen, however, that the turfmen whom the country has learned to know so well have been drawn. They are those who have been associated from the very first with the thoroughbred and whose later career has been but an advance along the same lines as those upon which they started.

Among these of the Southwest who hold excellent rank among modern turfmen stands that successful jockey, Henry Shields, who was born in Dallas, Tex., December 2, 1875. He began his racing experience in 1889 as an exercise boy for Mr. James M. Brown. In the course of time he was promoted to the saddle, and rode for Mr. Brown for several years. The first horse on which he won was Giveaway. After the death of Mr. Brown, his son, Mr. J. E. Brown, continued racing the stable of his father, and with him Shields remained two years, his term of service with the Brown Stable covering, altogether, four years. After that he rode independently for two years, his services being engaged by several owners, and for them he rode winning races. During his long career he has ridden upon all the great courses of the country, including those around New York, as well as those in Louisville, New Orleans, Memphis, Nashville, Cincinnati, St. Louis and Chicago, as well as in California and in Canada.

More recently Shields was engaged to ride for Mr. W. B. Sink, whose horses were in the care of Mr. Samuel C. Hildreth. In 1896, he won the Gunst Selling Stakes of the California Jockey Club, riding Service. On the same horse and other members of Mr. Sink's stable, and also for other owners, Shields has been successful, and many good races have been placed to his credit.

Samuel Jesse Doggett was born November 29, 1871, near Falmouth, Ill. At the age of fifteen he had a mount



SAMUEL J. DOGGETT

at a county fair, and has virtually been riding ever since. His first professional engagement was with Mr. J. P. Smallwood. Going next to the stable of Mr. David Waldo, of Chicago, he was afterward connected with Mr. Frank A. Ehret, Dr. Gideon L. Knapp, and Mr. Francis D. Beard. He has also ridden for other owners, having had mounts from many prominent stables, while the horses he has successfully piloted compose a host of the famous cracks. This list might be supplemented by an equally striking selection from the stakes and events he has won.

As an owner, Doggett has also figured successfully, his plan being to purchase yearlings, train them and sell them to other turfmen. Among the number that have in this way passed through his hands are Montpelier, The Bully, Doggett and others. Throughout his career, Doggett has been noted for his temperance, attention to business and frugality. As a reward, he has an ideal home, one of the most beautiful places at Gravesend, Brooklyn. Here, in addition to a fine house, surrounded by shaded, well-kept lawns, is a broad expanse of pasture expressly adapted to keeping horses. He enjoys every comfort that life affords, in company with a helpmate whose devotion has aided greatly in building his reputation and fortune. In all his professional and personal relations, his sterling integrity has made him one of the highly esteemed men of the turf.

Born in Auburn, N. Y., May 28, 1876, William Ham began his racing experience in 1889, when he was a lad of only thirteen years of age. For several years he was apprenticed to William Rogers. His first win was on the horse Oberlin in a handicap on the Gloucester, N. J., course, and for several years he was principally identified with that track. He won an extraordinary number of races there, and was very successful financially. During his reign at Gloucester, he was really the premier jockey. In 1893, for example, he won 236 races, and was only unplaced 37 times.

Nor was his success limited to Gloucester. At St. Louis, he won 37 races in 30 days; at St. Paul, he won 47 races; at Latonia, 21 races; at New Orleans, 47 races; at Newport, Ky., 11 races; at Windsor, Canada, 9 races, and at Joliet, Ind., 19 races. At Milwaukee, he rode three races, winning two of them. A severe accident laid him up for some time, but later in the season he rode 21 races and only finished twice outside the money. For the season of 1897, he signed with Mr. Marcus Daly. His hard work has brought him a comfortable competence, and he has a pleasant home in Auburn, N. Y. He has been an enterprising, energetic



WILLIAM HAM

worker, and during his career has been a conspicuous figure in many exciting contests.

Alonzo Clayton was born in Kansas City, Mo., in 1876, and like many boys, had a fondness for riding horses.



ALONZO CLAYTON

His ambition to become a jockey soon asserted itself, and he prevailed upon his parents to permit him to go with Mr. E. J. Baldwin. He remained with the Baldwin Stable one year, when he came East and engaged with Mr. D. A. Honig, who at that time had a string at Clifton, N. J. It was at this track that he had his first mount, riding Redstone. For two years afterward he continued with Mr. Honig and then Mr. Donovan, of Elizabeth, engaged him. Clayton continued in his employ until he secured a position with Mr. Ross, of Saratoga, with whom he remained one season, after which he was engaged with Richmond Smith, the Bashford Manor Stable and the Pastime Stable.

Subsequent to this, however, Clayton rode some of the famous horses owned by Mr. Byron McClelland, among them being The Commoner and Halma and that star performer Henry of Navarre. When Mr. James G. Rowe was engaged to train Col. W. P. Thompson's horses, he entered into negotiations with Clayton to ride for the Brookdale string. There is a record of many stakes where his name as the winning jockey appears, among which are the Brooklyn Handicap in 1894, the Futurity in 1894, the Cotton Stakes at Memphis, in 1895, and the Saratoga Stakes in 1895. His brilliant win on Tillo in the Suburban of 1898, is fresh in the mind of the turf world. Clayton will, no doubt, add many laurels to his credit before he ceases to be active.

In looking over the history of the turf for any great number of years one cannot fail to be impressed with the fact that, more than any other class of individuals connected with racing, the jockeys have only a short day. The exactions of their work have a tendency to wear them out, but that is not the principal thing that lies in the way of their permanency in the saddle. No matter how small a boy may be, or how promising in the way of limited growth or meagre flesh, the time is very likely soon to come when he has passed beyond the limit of usefulness in size and weight. Few of them can avoid growing, however much they may wish to attain that much desired consummation. Consequently the men of years who are still in the saddle are comparatively few in number.

One of the oldest jockeys now in active work and as capable as any in his class is Robert Williams, who is better known perhaps, by his favorite nickname, "Tiny." He was born in Chillicothe, O., December 10, 1868. His racing experiences began in 1879, with the Messrs. Mace Brothers and later he was engaged with other prominent owners of that time. He had his first mount in 1883, and his first winning race was on Lillie Dale at New Orleans. Among the owners who have employed him have been Messrs. W. L. Scott, E. S. Gardner, Scroggan Brothers, E. J. Baldwin and Turney Brothers. More recently Mr. J. E. Seagram, the great Canadian turfman,



ROBERT WILLIAMS

has had the first call upon him. He is a good, serviceable rider, hard-working and reliable.

Few men known to the turf have had more rapid progress or higher or more marked reputation at the age of twenty-nine than Anthony Hamilton. He was born in Columbus, S. C., in 1866. He is a jockey to the manner born, having from his young days been familiar with the saddle. His apprenticeship began in the stable of Mr. William Lakeland, for whom he rode until 1886. His next engagement was with Mr. J. B. Haggin, with whom he remained until 1888. Important assignments followed this one, including services with Senator George Hearst, the senior August Belmont and Messrs. M. F. Dwyer, Pierre Lorillard, J. R. Keene and August Belmont, Jr., and he has also ridden independently.

It is a high compliment to pay to a man to say that he has ridden a winner in every important event on the American turf, but that assertion may correctly be applied to Hamilton. All patrons of the great races remember his exciting victories, and the events in which he participated have been enriched by exhibitions of his riding, such, for example, as the Brooklyn Handicap, which he won with Exile, in 1889, and in 1895 with Hornpipe; the Suburban, with Lazzarone, in 1895, and the Metropolitan, with Counter Tenor, in 1896. During his career of twelve years he has accomplished a greater

Love of horses is the prime element in the success of every jockey, and James Irving, who has been connected



JAMES IRVING



ANTHONY HAMILTON

amount of work than many men have succeeded in getting through with in a long lifetime.

with some of the best American stables, manifested this disposition from his earliest boyhood. He was born in New York City, in 1873, and his first definite connection with thoroughbreds was in the stable of Mr. J. B. Haggin, under that great trainer, Matthew Byrnes. From the stable of Mr. Haggin he went to that of Mr. G. Walbaum, continuing as exercise boy altogether for two years. But during this time he received his first mount, and also recorded his first winning, which was on Pat Donovan. Mr. David Waldo, of Chicago, next engaged his services, and he remained there for two years, to his own advantages and that of his employer. Among the winning mounts that he had from the Waldo Stable were Carlsbad, Ida Pickwick and others.

An engagement with the Chicago Stables of Messrs. Hankin & Johnstone followed, and during the three years that he maintained this connection he had special good fortune, winning an unusually large number of stakes and handicaps, among them being the Columbus Handicap, the Detroit Derby and the Blue Grass and the Ladies' Stakes. Latterly he has been engaged with Thomas J. Healey. He is looked upon as one of the coming jockeys, and his career will be followed with interest by his admirers.

THE AMERICAN TURF

Albert Songer is one of the many capable young men who have come from Canada to win distinction in connection with the turf. He was born in Toronto, October 4, 1880. Entering the stable of Mr. J. Doyne in the spring of 1894, when he was only a little over thirteen years of age, he got his first taste of the business to which he has since devoted himself. He remained with Mr. Doyne for one year, being employed in exercising, and when he gave up that position it was to enter the employ of Mr. R. Burger, where he continued for two years. He was not long confined to the less important work in the Burger Stable, for he commenced to ride very soon, and with good success.

In the first two years of his riding he had several hundred mounts, and won a reasonably fair proportion of the races in which he was engaged. He has piloted to victory many prominent horses and has been the central figure in numerous exciting finishes. Most of his career has been through the West and in Canada, but his appearance upon the Eastern courses in the fall of 1897 was of very satisfactory character, although he was so unfortunate as to meet with a fall at the Aqueduct Meeting which temporarily incapacitated him for work. Recently he has been engaged to ride for the stable of Mr. James Galway, a circumstance that is the strongest testimony to the reputation that he has achieved as a capable lightweight. Songer rides at 95 pounds, and it is believed that,



ALBERT SONGER

barring accident, he has a long and useful career before him. His services will probably be much in demand.

One of the jockeys who has come decidedly to the front in the past few seasons is Joseph S. Hewitt. In



JOSEPH S. HEWITT

fact, his record has already established his right to a place among the most prominent members of his profession, and possessing, as he does, the natural qualifications, including coolness, skill, good judgment and light weight, together with the confidence of some of the most prominent owners on the turf, there is every reason to expect that his career will be successful and prosperous. He comes by his qualifications as a matter of inheritance. He was born at Westbury, Long Island, where his father was superintendent of the famous Meadowbrook Hunt Club. He attended school regularly, but at the same time was constantly among horses and imbibed horse lore and an enthusiasm for thoroughbreds. He was carefully instructed by his father, a respected and experienced horseman, so that his finished style is the outcome of no ordinary training.

In 1893, he entered upon real work by engaging with Mr. August Belmont to exercise horses, and profited by his experience with the crack material composing the famous Blemton Stable. In 1895, he had his first mount in public, riding Right Royal at the Sheepshead Bay Course. Although he has been largely in Mr. Belmont's service, he has ridden successfully for many owners and made a trip to California with Harry Griffin, and while there rode for Messrs. Burns & Waterhouse. Among the noted horses he has piloted are Tragedian, Merry Prince, Floretta IV., Howard Mann, Patrol and Octagon.

Lightweight jockeys who combine with this advantage not only skill and judgment, but the necessary amount



THOMAS POWERS

of physical force, are sought for in the racing world much more frequently than they are found. Thomas Powers is one of the few now in the saddle who can be classed in this category. Riding at about ninety-five pounds, he has given evidence of some superior ability in his profession. Powers began his turf career with George Newton, for whom he exercised, and it was while employed by Mr. Newton and on that owner's horses that he made his initial appearance as a rider on the track. After a year and a half's experience he engaged with Mr. W. J. Roche, who owned Free Lance, Sir Knight, Blue Knight and other good horses, and then became connected with the stable of R. Bradley, for whom he rode Panway, Cliquot, Second Chance, Lady Greenway and other members of the string.

At the same time his services have been in request for other owners than those with whom he has been permanently connected. Among the mounts with which he has been intrusted are such horses as Petrel, Cromwell, Urania, Set Fast, Jefferson, Refugee, Sir Vassar and a great number of others, in a majority of instances scoring victories upon them. When Mr. Pierre Lorillard lately transferred his racing interests from the American to the English turf, he made Powers a flattering offer to cross the ocean and ride upon the courses of the Old Country. This offer was declined for personal reasons, but it is generally thought that the American rider, had he decided to go, would have made a good record in competition with the best leading jockeys of England.

During a period covering almost ten years William H. McDermott has been identified with racing in and about New York and also on the other great tracks of the country. He is one of that large class of horsemen who are natives of New York City and get their first inspiration in racing matters on the great Eastern tracks. He was sixteen years of age when he entered the ranks in 1890, being employed by William McMahan, who, by the way, is the father-in-law of the celebrated jockey, "Snapper" Garrison. With Mr. McMahan he remained for three years, at the outset as exercising boy. The art of jockeyship came to him quickly, however, and before he had served a full year of his apprenticeship he began to ride in races. While he remained with Mr. McMahan he was favored with some three hundred mounts and came in winner about fifty times. The most prominent horses that he rode were Prince Edward, Long Jack and others of similar class.

After leaving the employ of Mr. McMahan he had an engagement with Mr. Frank Engeman for one year, winning about 40 races for that owner's stable; on Chateau alone he won 12 races. His next engagement was with Mr. William Phillips, during which he won about 30 races out of 200 mounts, the best horses that he piloted being Lottie A., Schoolmarm and Sir Clifton. During the season of 1897, he was engaged with Mr. Jere Dunn, riding Sunny Slope, Ruby Lips, Blissful, Diana's Daughter and others. On the whole, he has had a very good record,



WILLIAM H. McDERMOTT

holds a fixed position, and seems likely to be heard from in the near future. His riding weight is ninety pounds.

THE AMERICAN TURF

Born in Fordham, N. Y., November 12, 1877, Robert Harrison was fortunate in being brought up in the racing atmosphere that has long pertained to Westchester County, and especially to the neighborhood of Jerome Park and Morris Park. His racing experience began in 1889, when he was engaged in the stable of W. J. Spiers. His maiden race was won on Lansdale. In 1895, after having been with Mr. Spiers for several years, he engaged with Robert Clare, who was then training the stable of Mr. Arthur White, and he rode Challenger, Christmas, Titmouse and other horses. His next engagement was with John Hynes, who in recent years has had such good horses in training as Brisk, Declare, Pass-over, Ma Petite and others.

Harrison has won on Brisk, Lida Woodlands, Ma Petite, Watercress and many others, his successes being generally of a clever character and showing good skill and self-possession. His average riding weight is ninety-eight pounds. Besides the horses mentioned he has ridden others of distinction, and has won many races. He has been particularly successful in the West, where he is regarded in good favor. He is skilful in his work, and his career has been characterized by strict attention

Coming of a racing family, Eugene Van Keuren has fully justified his name by his turf exploits. His brother,



EUGENE VAN KEUREN

William Van Keuren, will be recalled as a former jockey, and now as one of our owners and trainers. Eugene Van Keuren was born in Port Jervis, N. J., October 18, 1871. He began his racing experience in 1886 in the stable of the Messrs. Dwyer Brothers. After a brief term of service for the Chicago Stable, he returned to his former employers and was also promoted to ride. His first mount was on Battery, and his first win was on Winona.

Subsequently he rode for W. H. Timmons, when that turfman had One, False Ahrens and other noted thoroughbreds. Next Van Keuren signed with Mr. E. J. Baldwin, and then went with the Springhurst Stable. Beginning with the season of 1897, he engaged with Covington & Kent. Still later he has been again with the stable of Mr. Timmons. He has ridden on nearly all the tracks in America, has had good mounts and correspondingly good success. His average riding weight is 102 pounds. The fact that he has already attained his full growth should enable him to ride for many years to come, while with the skill that he has shown, there is every reason why he should be expected to hold a good position in his profession.



ROBERT HARRISON

to business and careful consideration of the best interests of the stables with which he has been connected.

Born in New York City, Charles O'Donnell, who is one of the good lightweight jockeys of this period, began his racing experience with the stable of W. H. Roller. At that time Mr. Roller owned Azrael, Little Fred, Lester and other horses of prominence, and in their company O'Donnell had a very good introduction to the thoroughbred family. With Mr. Roller, O'Donnell remained for a single year, and then, in 1893, engaged to ride for James Shields. He was occupied in exercising only a comparatively short time before he was promoted to ride in races. His maiden race was on Juliette, and it was also his first win, naturally to the great delight of not only himself, but also his employer.

Afterward he went to New Orleans, where he rode largely for Mr. J. E. Madden, but had mounts from other stables. Among his sensational races was one on Lineage at New Orleans. At Baltimore, in 1896, he won nearly every race that he rode. At St. Asaph one season he won six races, all of which were surprises to the public. His riding in the East in 1897, attracted the attention of Mr. James H. McCormick, the trainer for Messrs. Burns & Waterhouse, and he was assigned to ride for that stable. One of the best races that he ever placed to his credit was on the grass at Sheepshead Bay, when he won with Hugh Penny, defeating Sun Up and

The first experience of John T. Coylie, another of the large class of eminent lightweights, was with Mr. Will-



JOHN T. COYLIE

iam A. Engeman. He remained with Mr. Engeman, exercising horses, for one year. This was in 1891, when he was fourteen years of age, having been born in 1877, in Meriden, Conn. Subsequently he was connected with James McLaughlin for four years. His work was of an admirable character and attracted a great deal of attention. He weighed some seventy-five pounds, and displayed skill almost beyond his weight and years. During the season of 1893, he rode only a small number of races, about twelve, of which he was successful in winning several. The following year he had a mount some fifty times and was successful in coming in at the head ten times.

In 1895, he had advanced to an even better standing, carrying to his credit some thirty out of one hundred races, among them being several stakes and handicaps. During the season of 1896, he rode only part of the time, having met with an accident. The season of 1897 was a particularly successful one for him, and his riding of Premier in races against more experienced jockeys was often and favorably commented upon. Upon this horse he won several consecutive races, and in most of the events in which he was engaged he was part of an exceedingly close finish. Among the stakes he won with Premier was the Carter Handicap at Aqueduct. More recently he has made a first-class connection with the stable of Mr. Sydney Paget, and has a promising future,



CHARLES O'DONNELL

others. He is a jockey of strong calibre, and able to give a good report of himself even when in the best of company.

THE AMERICAN TURF

Although the State of Pennsylvania has never been particularly noted for its concern for the thoroughbred,



JOHN T. HILL

yet within the confines of that commonwealth have been two of the most noted later day breeding and racing establishments. Only the merest mention of the names of these two places, the Algeria of the Honorable William L. Scott, and the Erdenheim of Mr. Aristides Welch, is necessary in this connection. The former gained distinction for itself and for the American turf through the imported stallion, Rayon d'Or; the latter was not less famous through the glories of imported Leamington, and, in later day, the noble Parole.

At Chestnut Hill was the Erdenheim Stud, and it was in that neighborhood that the young jockey, Hill, was brought up. Beginning his racing career in 1892, when he was a boy of twelve years of age, he was engaged in the stable of Mr. Walter Gratz, and remained there for some two years, being principally employed in exercising. In 1894, his services were engaged by Mr. John V. Elliott as a lightweight, and with that gentleman he remained for a single season. Subsequently, in 1896, he was employed by Mr. M. F. Dwyer. Remaining with the Dwyer Stable during 1897, he rode Ben Ronald, Hardly, Wadsworth and others, and also had mounts for outside owners. He won a number of races on Ben Ronald and Wadsworth. Still connected with the Dwyer Stable, he is regarded as a good rider and holds an excellent rank among the lightweights who are now coming to the front so strongly and in such large numbers.

Born in Fredericksburg, Tex., in 1880, Max Hirsch, one of the bright young lightweights of the present era, attended school only until he was eight years of age, and soon after that entered upon a racing career. First he was heard of in quarter racing around the county fairs of his native State. Then engaged with the Morris Farm in Texas, where he was employed for two years. There his work was of such a satisfactory character that Mr. R. W. Walden brought him East and has since kept him busy for himself and for the stable of Messrs. A. H. & D. H. Morris. He has ridden upon all the prominent courses in the South, West and East.

During his entire career in the saddle he has been connected with the Morrises, but has occasionally ridden for outside owners. In fact, owners and trainers have come to be specially desirous of his services for their horses let in at lightweight. His work has always been of good character. He is a capable jockey, well liked by his employers, and also a favorite with the public and with



MAX HIRSCH

his fellow riders. Those who know him best consider that he has a long and bright future before him.

Considering his short connection with the turf, few riders have made a more favorable impression than



CHARLES F. GARRIGAN

Charles F. Garrigan. He does not ride as frequently as some others, but is especially noted for his reliability and caution. Born in 1874, on Staten Island, he has had the advantage of a thorough schooling, his studies continuing until he was nineteen years of age. Then, in 1893, he entered the stable of the Burrige Brothers as an exercise boy. His aptness became apparent, and within one year he made his first trial as a rider, having a mount on Surgeon, which horse he brought through a big bunch to a place. Afterward he rode The Baroness, Samaritan, Corn Cob, Emma and others, winning with Emma at 30 to 1, beating Gutta Percha and others, and winning with The Baroness at a mile and a half.

In addition to riding for the Burrige Brothers, he has ridden for the Goughacres Stable and Messrs. W. J. Roche, J. V. Elliott, Charles Miller, R. McBride, D. T. Pulsifer and others. He has had some notable wins besides those already mentioned, especially on Defender and on Lochinvar at long odds. On Defender, at a mile, he beat Garrison, who rode Mirage, in a drive, by a head. He is a jockey with tenacity, intelligence and firm guiding power, and whenever he rides can be depended upon not to disappoint either his principal or the public. He has been making an impression with his skillful jockeyship during the few years that he has been actively engaged, and seems destined to leave behind him, before his career shall have ended, a very substantial record.

Although recently in the field, Walter Willhite has already attracted attention by his consistent and often brilliant work. The greater part of his career has been in the West, but he has also met with fair success upon the tracks of the East in recent seasons. He is a native of Illinois, the town of Milan, in that State, being his birthplace. He has been upon the turf only a few years, beginning, in 1895, as an exercise boy for the stable of Mr. William Arnett, who owned Flying Dutchman, Dutch Arrow and others. His first win was on Hymenia as a two-year old.

His next engagements were successively with Mr. John W. Shaw and Mr. J. E. Madden, his contract with the last named horseman running over the season of 1898. Besides the tracks of the East, Willhite has ridden at New Orleans, Louisville, Memphis, Little Rock and Lexington. His claim to rank among the strong lightweight riders was demonstrated by his riding of that great two-year old, Hamburg, in the Trial Stakes of 1897. His clever, cool-headed work upon that occasion won for



WALTER WILLHITE

him many admirers, who are still watching his career with more than ordinary interest and admiration.

Some of the best judges have gone on record as saying that Michael F. Hennessey's riding is often a treat to



M. F. HENNESSEY

those who appreciate good horsemanship. It may also be added that his brother jockeys confirm that estimate of his powers. Although he was born at Pittsfield, Mass., August 28, 1868, Hennessey's life has been largely spent in the West. He began his turf career in 1885, when he engaged with Mr. J. B. Haggin, his first mount and winning race being on Surname. He spent four years with Mr. Haggin, and then engaged with Mr. Porter Ashe for two years more. Most of his work since he began riding has, however, been done independently. He has had a wide experience and has ridden many of the cracks.

As already indicated, much of his riding has been on the Western tracks, and in that section he has a justly high reputation with owners and public. While he has made several appearances in the East, they have not been wholly fortunate, as he met with accidents each time he came to this part of the country, his fall when riding Mamie at the Clifton track, in 1893, being still remembered by turfmen and race course followers. In 1897, however, he once more came East under engagement to ride for Messrs. Burns & Waterhouse, and fully sustained his reputation by his excellent work.

Another one of the jockeys who have first been noted from their connection with the stable of "Father Bill" Daly is Michael Sheedy. He is a Brooklyn, N. Y., boy, born April 27, 1878. He enjoyed the advantages of a public school education, and did not come into racing quite as young as some other boys, being fifteen years old when he commenced exercising for Mr. Daly. In the spring of 1894, he was put into the saddle by Mr. Daly and rode his first race on Restraint for the Cherry Diamond Handicap, finishing second to Dr. Rice, thus winning distinction from the very outset of his career. He also rode Charade, Buckwa, Hornpipe and others, his mounts outside of the Daly Stable being for Mr. J. R. Keene and others.

In 1896, he was engaged to ride principally for Mr. J. R. Keene and Mr. George E. Smith, and in the season of 1897, extended his field of operations by riding for many other owners. In this same season he made the acquaintance of the tracks in New Orleans, Chicago, Newport, Ky., and elsewhere. He has had the distinction of riding W. B., on whom he was never beaten, Kinglet, Irish Reel, Aurelian, Chiswick and numerous others. He is a good, capable rider, faithful in all that



MICHAEL SHEEDY

he undertakes, and is solid, rather than brilliant, in his riding. His skill is frequently noticed.

THE AMERICAN TURF

One of the bright young men who have come from Ireland is Michael Shannon, a capable lightweight, who has been in the saddle since 1895. He was born in Limerick, and came to the United States to seek his fortune in 1891. His first engagement in connection with the turf was in 1895, when he began as exercise boy with John Huffman. He had his first mount on John Cohen, and was notably successful with his first winning mount, which was on First Deal, for with that horse he won two straight races. He had a "leg up" on Bromo when that horse won his maiden race, and his achievement upon that occasion was of more than ordinary moment to him.

His work in the saddle attracted the attention of Frank Regan, who was much impressed with the possibilities that lay in the boy and signed a three years' contract for him to ride the horses in his stable. His work for Mr. Regan has been of a good character and sufficiently successful to show that he is a jockey of abundant merit. He has ridden and won very cleverly some important races. Having a fairly good general education, he has acquired an excellent knowledge of horses, and displays fine judgment when riding. He is painstaking and careful, and is constantly on the lookout to gather



MICHAEL SHANNON

new points of value that may be useful to himself or to his employers, and is quite likely to advance rapidly.

The boys to whom "Father Bill" Daly has given their first instruction would constitute a large regiment.



ALFRED H. WAPSHIRE

Many of them have won distinction in their after years and have never hesitated to give due credit to their early training. Comparatively few, however, have remained for any considerable length of time in the stable of their preceptor, for their ability seems very quickly to have attracted the attention of other owners, who have held out tempting offers to them. Now and then, however, there have been those satisfied to remain with the stable in which they were first brought out, and whose success has been coincident with the success of that establishment.

A notable example of the value of the training secured in the Daly Stable is seen in the person of Alfred H. Wapshire. Once a Daly boy, he has always been a Daly boy. In fact, he has become almost a permanent fixture in that stable. Born in London, England, March 8, 1878, Wapshire was brought to the United States when he was a child of only two years of age. He received a good education in the public schools, and afterward applied himself to the trade of bookbinding. He was sixteen years of age when he became connected with the stable of Mr. Daly. There he exercised horses for a year and a half and had his first mount on Golden Gate at Brighton Beach. He has ridden such horses as Arabian, Pearl Song, General Maceo, Emotional, Volley, Rifler, St. Vincent, Rotterdam and others, and has won on Dr. Jim, Ortoland and others. Besides riding for Mr. Daly, he has had many outside mounts.

Not many eminent horsemen have come out of Kansas, but now and then the history of the turf has recorded some individuals from that part of the country who have done their part in the active work of racing. William Vincent, the lightweight jockey, is one of this small class. He was born in 1872 at Big Springs, Kan., and the early part of his career in connection with racing was passed in the West. The first stable connection that he had was with W. F. Cross in 1892, for one year. So quickly did he learn the art of jockeyship, that Mr. Cross trusted him with several mounts, among them Buckthorn and Fred Knox. His good form attracted attention, and the following year he was engaged to ride for Edward Logan.

During the season of 1894, he rode several hundred races, of which number he won about fifty, half of them being on Venture and Starlight. The next year, he was engaged with H. D. Bellew, for whom he rode winning races on Granite, Hopedale, W. T. Ellis and others. Albert Bellew, a brother of his previous employer, engaged him for the season of 1896, and he also had outside mounts. Continuing with Mr. Bellew in 1897, he was still successful with the horses of that stable, principally Aunt Jane, Madeline and Hattie Blue. Illness prevented him from riding during the latter part of the year, but his record during the two seasons that he was with Mr. Bellew was very satisfactory. More recently, he has been engaged with Senator Timothy D. Sullivan. His riding weight is 95 pounds. His success upon the



WILLIAM VINCENT

Eastern tracks is looked forward to with expectation by those familiar with his career in the West.

Fortunate in his birth and early training for one who has a racing career in view, William Valentine seems



WILLIAM VALENTINE

destined to long maintain the remembrance of the family name in connection with the turf. His father, Mr. John H. Valentine, has been associated with racing for twenty-five years as an owner and trainer, and it was natural that the son should follow in the footsteps of his father. In fact, his entire racing career has been with his father's stable. Born in New York City, in 1883, he entered upon work as exercising boy in 1892, and kept at that employment for the ensuing four years. It was in 1896 that he rode his first race, at the Spring Meeting on the Aqueduct Course, and he finished third on Helen H. II. Following that he went the same season to Windsor, Ont., where he won seventeen races out of the sixty mounts that he had, securing a place at the same time in nearly all the others.

Then he went to New Orleans and was two times first and four times second out of the twenty races in which he was engaged. He met with an accident at New Orleans, but at the Spring Meeting at Windsor, Can., in 1897, was again in the saddle and successful in winning a fair number of the races in which he started. At Detroit the same year, he did some good riding, and also at Newport, Ky. Next he went to Michigan to ride at the Highland Park Meeting, and there continued successful, until he met with another fall, which laid him up. Most of his mounts have been for his father's stable, but outside owners have also secured his services to their advantage.

Attention has been repeatedly called in these pages to the many active turfmen who, in recent years, have



VINCENT GARCIA

come out of California, many of whom have subsequently distinguished themselves in all parts of the country, even where racing rivalry is the most acute. One of the most recent California boys to whom attention has been called on the Eastern courses is Vincent Garcia, who has already had a good career in the West, and seems to be amply justified in aspiring to distinction in the best class of lightweights of the present generation. He was born in San Francisco, in December, 1876. His first employment was in 1888, in the stable of Senator Leland Stanford. There he began as exercise boy. During his three years employment he was put up to ride in several races, and showed marked ability.

From the Stanford Stable he went to that of Mr. Porter Ash, for whom he rode some two years, principally on Chipman, Floodgate and others of a similar stamp, and winning some seventy-five out of the entire number of races in which he entered. Next he rode one season for Mr. E. F. Smith, with not less success than had characterized his work before. After one year with Mr. C. Pallet, he started as a free lance, and was successful until he was taken ill and forced to retire for the season. During the winter of 1897-98, he was in form again, winning as before. Now he aims to test his fortunes on the Eastern tracks, and his record justifies bright expectations concerning his future.

From his boyhood up the life of John L. Coyle has been passed as a jockey, in which profession he has won deserved recognition. He was born in Baltimore, Md., October 1, 1876, and has been among horses from his earliest days. In 1893, when seventeen years of age, he engaged to exercise horses for Mr. Philip J. Dwyer, and, in 1895, rode St. Lawrence II., Monte Carlo and other prominent performers. In 1896, he rode Inheritance and Long Beach, and had peculiar good fortune with the latter horse, who always had a strong tendency to sulk. Coyle, however, rode him successfully, capturing several good races and defeating such opponents as St. Maxim and Charade.

Another good race standing to Coyle's credit was his riding of Cassette for Mr. Augustus Clason, defeating such a speedy animal as The Winner. Still another example of his jockeyship was given at Morris Park, where, on Tinge, he beat Roundsman and other good horses. He also rode W. M. Barrick's Sun Up, at Washington, defeating a good field. Coyle is cool-headed and clever, and his services have been much in request by owners and trainers. His success in the saddle has brought him considerable money, which he invested in purchasing and furnishing a house at Gravesend for his mother, to whom he is a devoted son. Latterly, Coyle has been riding a great deal upon the courses in Canada, and also those in the Northwest, and has not been seen as frequently on the metropolitan tracks as his many admirers have wished. He has always been a hard working, faithful lad, and while his work has not been



JOHN L. COYLE

at all of a "fireworks" character, it has always done him credit, and has been generally useful to his employers.

Among the young men who have only recently come forth to sport the silk is William Gee, one of the most promising lightweights. He is about seventeen years of age and is a native of New York City, having been born in September, 1881. He has been connected with horses, however, since 1894, when he entered the Morris Stable in charge of R. Wyndham Walden, and his work thus far has been entirely in the same connection. He was given sound instruction in exercising, covering a period of some two years. It was in 1896 that he had the opportunity to ride in a race for the first time. His mount was The New South. During that season he won several races, and was also successful during the season of 1897. As the Morris Stable always contains a goodly number of first-class horses, it is evident that Gee has opportunity before him to achieve distinction. His special instruction, while learning to exercise and to ride in races has been received direct from Mr. Walden, and nothing need be added to that simple statement to show that the youngster has had the best possible schooling. He has been a good student, paying strict attention to his instructions, and is evidently a close observer of

Strict attention to business and absolute reliability have made the name of John P. Neumeyer a favorite in the



JOHN P. NEUMEYER

the racing world. Born at West Farms, N. Y., in 1870, he was on a farm in Westchester County, when in 1884, he was apprenticed to the Messrs. Dwyer Brothers until he was twenty-one and remained with them for eight years. Even as an exercise boy he was noted for skill and care, and was the only lad who could gallop Hanover and Tremont. His first mount in public was in 1885, on Petersburg, at Monmouth Park, and the first race he won was on Leclare, at Jerome Park. He won the United States Hotel Stakes, at Saratoga, on Ballston, beating The Bard by a head, and also won a clever race on Inspector B., at Sheepshead Bay, winning considerable money for himself.

When the Dwyer Brothers' establishment was divided, Neumeyer remained with Mr. Philip J. Dwyer and acted as foreman under Trainer McGarry. In the autumn of 1892, he rode for Mr. C. Cornehlson. In 1893, he rode for the Baden Stable, at Guttenberg, with great success. In 1894, he rode two races on Charade, and in one of them was beaten by Clifford by only a head in fast time. He rode Winona for Mr. F. D. Beard, and was successful with that mare, and also at one time rode under Mr. James G. Rowe and Mr. Frank McCabe. In 1895, he owned and rode Galloping King, winning several good races. Latterly he has been riding for Mr. Charles Gorman. Neumeyer has found riding exceedingly profitable and is married and has an attractive home at Gravesend.



WILLIAM GEE

horses and their riders generally. His light weight, 95 pounds, places him in a very desirable class.

For more than a quarter of a century the American turf has been favored by the services of English jockeys. In the early part of the period, American owners brought to this country English jockeys of ability and distinction, some of whom have since become famous as trainers and owners. In later years these importations have been less frequent owing to the development of American jockeys. At the same time the turf in the United States has continued to profit by the services of jockeys of English birth, who, however, having come to this country early in life, are in training and associations more American than English.

In this class is William W. Pickering, who was born in London, August 17, 1872. After completing his school life, he played on the stage in some of the principal theatres until he was twelve years old. In December, 1888, he came to the United States and attached himself to the stable of Mr. A. J. Cassatt, starting in the usual occupation of exercising. When Mr. Cassatt sold his stable, he engaged with Mr. Louis Stuart, for whom he has ridden almost exclusively. Squander was his first mount in a race at Linden, N. J. Afterward he rode Schuykill, Pickwick and other good horses, bringing them in frequent winners. In 1897, he rode Ein two races, winning at odds of 50 to 1 and 30 to 1. During



W. W. PICKERING

the winter he has been engaged at Mr. Stuart's stock farm at Oceanport, N. J., where he is very popular.

A favorable start in life was accorded to the young jockey, William Schimmel, who rides under the name



WILLIAM SCHIMMEL

of Morris. He was born in Madisonville, Ky., December 4, 1872, and the mere mention of the word Kentucky in this connection should be ample, as showing full justification for his career as a horseman. He was fifteen years of age when he began exercising horses in the stable of Mr. James Murphy, and he promptly showed that he possessed the qualities that are necessary for the making of a good jockey. When he was placed upon Victrix for his first mount, he showed himself self-possessed and capable. After that, he was favored with other mounts, and acquitted himself well. His first winning race was on Jakey Tom, a horse that then belonged to Sam Bryant, owner of Proctor Knott.

As an exercise boy, Morris was noted as the champion of the United States in 1891. Some of the good runners of this era have been handled by him. Among others, he had Terra Cotta, Egmont, Huntress, Lorenzo, Almont and Delmar. He broke and rode Typhoon II. in all the preliminary work of that great horse from the time that he was a yearling. As a jockey, he has ridden upon all the important courses of America and Canada, and has won many races, especially several stakes at Chicago and New Orleans. For a long time he was connected with the stable of Messrs. Bromley & Co., and was one of the best employees of that establishment. His work upon Typhoon II. in preparation for the races in which that champion engaged, was of a particularly valuable character, and stamped him not only as a good rider, but also as a proficient trainer.

Horsemanship in Edward C. Moser is largely a matter of inheritance, his father being well known in trotting



EDWARD C. MOSER

circles, while the son at an early age learned to ride by exercising trotters. He was born in New York City, Jan. 5, 1873, and attended school there and in Parkville, L. I. In 1887, he engaged with William C. Daly and rode races for the stable after being only three months with it, his weight at that time being 80 pounds. With Mr. Daly he remained for two years. Among other mounts he rode Civil Service, Bronzamart, Lizzie and Glory. In 1888, at Clifton, N. J., he won the Christmas Handicap with Glory, then two years old.

He also rode for Green B. Morris, and in the opening year at Morris Park, he broke the $\frac{3}{4}$ -mile record on Tipstaff. He also rode King Idle, Barrister and others, and in 1890, on Madstone, beat his old mount Tipstaff and Bella B. He was for a time in the employ of Messrs. Dwyer Brothers. Again he returned to Mr. Daly, and also rode for Mr. Nathan Straus. He was taken ill while reducing his weight and was forced to rest, and when he recovered began driving trotters with good success. He made a record of 2.27 $\frac{1}{4}$ with Try, 2.28 $\frac{3}{4}$ with Stealaway, 2.28 $\frac{3}{4}$ with Will Goster, 2.31 $\frac{1}{4}$ with McLaughlin Maid, all at the Parkway track, and one of 2.30 with Iron Master, at Mineola. The year of 1897, however, found him again in the saddle riding thoroughbreds.

There is an old saying that Englishmen inherit their talent for the turf, and therefore the functions of riding come as second nature to them. The striking example of the proof of this statement appears in the career of the Evanses, father and son. The elder Evans was a famous rider and trainer in the Old World, and in this country did splendid work in the saddle for the senior Mr. Belmont, and afterward for Messrs. J. R. Keene, D. D. Withers, A. J. Cassatt and Pierre Lorillard. Later he was with the Messrs. Dwyer Brothers.

George Evans, Jr., was born in England, in 1874, and coming to this country, entered the stable of Mr. George L. Lorillard, being engaged as an exercise boy. Afterward he was associated in the same capacity with Mr. Charles Littlefield and also with Mr. Thomas Winters, of California. After a two-years' service with Mr. Porter Ashe, he became a rider for the Burrige Brothers, and then for Messrs. Gideon & Daly, finally joining the staff of Mr. John Ferguson, of New Jersey. During his active riding career he was recognized as a popular and valuable adjunct to any stable with which he was connected. He wholly deserved the reputation that he won as one of the most conscientious and honest riders known upon the turf in his day, and in every event in which he rode the public put implicit faith in his methods, straightforwardness and professional technique. Latterly be-



GEORGE EVANS, JR

coming heavy, he has relinquished riding, to the regret of many owners and a large circle of turf admirers.

THE AMERICAN TURF

Born at Eatontown, N. J., August 5, 1879, in the immediate vicinity of the old and new Monmouth Park race courses, Asher Waller inevitably became acquainted with race horses and imbued with a passion for turf life. As early as 1891, when he was twelve years of age, he made a contract for three years to serve the stable of Mr. Charles Littlefield. He is an intelligent boy, exceedingly bright and capable, and fitted into his new life quickly and smartly. He soon acquired an excellent knowledge of horses and was qualified to ride before he had been long connected with Mr. Littlefield's stable.

His first mount was on Bombazette and his first win on Chic. His services have not been confined exclusively to Mr. Littlefield, however, for, although he has ridden for him continuously, he has also been permitted to accept mounts for other owners, and his work has been highly esteemed by them. So far as weight is concerned, he is one of the most useful riders in his class. He has ridden as low as 85 pounds and can ride now at from 97 to 102 pounds. He is a well built boy, exceedingly intelligent, has a good seat and a fair pair of hands. He has been trained in a good school, and during his career has given abundant evi-

After attending school for a few years in the days of his childhood, William Porter made his practical ac-



WILLIAM PORTER

quaintance with horses in 1891. He is a native of Lexington, Ky., having been born July 11, 1877. His first stable connection was with Edward Brown, with whom he went first to Chicago, afterward to Saratoga, and then back to Kentucky. The first season gave him a good experience with some very excellent horses, and again, in the spring of 1892, he came East with the same stable. The following season he was engaged to ride for Mr. E. J. Baldwin at Latonia. His first mount was El Reno, upon whom he finished third, but his next attempt was more successful, for, upon the same horse, he came in at the head of the field. He also rode Lady Bess and others.

In subsequent years he rode for Messrs. W. Showalter, William M. Wallace and Albert Cox. For the Wallace Stable he was the first to win a race on The Commoner, at three-quarters of a mile, in 1 minute, 14 seconds. He also rode Oracle, The Winner, and others of less prominence. Coming East in 1896, he engaged with Mr. Foxhall Keene, and in 1897 with Mr. William Landsberg. For the Landsberg Stable he has ridden several good races, particularly on Storm King, with whom he has won twice and come in second twice. He has also ridden occasionally for "Father Bill" Daly, among his mounts in that stable being Volley and Tinkler.



ASHER WALLER

dence of his ability. Should he meet with no unforeseen difficulties he has a bright future before him.

Silas Veitch, the well-known cross-country jockey, was born in the Province of Ontario, November 15, 1872, and received a sound common school education. His first permanent connection with horses and racing began in 1886, his position being that of an exercise boy in the stable of Mr. J. E. Seagram, the prominent Canadian turfman. A similar engagement followed with Mr. William Hendrie, and then with Mr. James Shields.

His first mount on the race track was at Toronto, when he rode Wild Thorn, and since then he has been constantly engaged as a jockey, and has appeared at all the race courses in this country, having had mounts for most of the leading owners of jumpers. Among the prominent horses which Veitch rode in his early career were Gladiator, Pat Oakley, St. John and Sam Morris, though the list could be made more lengthy. He possesses a daring and effective style of riding, and has a rare faculty of judging pace in a hurdle race. In 1893, he became attached to the stable of Mr. J. M. Crosby, of Boston, who owned Southerner, Marcus, Fugitive, San Joaquin, and Alchemist. The three years from 1894 to 1896, inclusive, he was again engaged by Mr. Hendrie, who had been one of his early employers, and for the season of 1897 contracted to ride the notable horses belonging to Mr. Robert Hooper, of Boston, which string included such animals of high degree in their specialty, as Duke of Abercorn, who was killed in a race at Morris Park; Kilkenny, Tidman, Waltzer, Diversion, and several others. Possessing a mastery of all the arts connected



SILAS VEITCH

with cross-country riding, Veitch will doubtless continue to be heard from frequently for many seasons.

In former days, many of the most prominent jockeys were not only born in the old country, but acquired



RICHARD ENGLISH

their professional skill upon the race courses there. At the present time, however, few such instances can be cited among the ranks of our leading riders. Richard English is one of the exceptions, and has had a remarkable experience upon the turf in both England and France, having ridden there for some of the greatest owners before he came to America, and established his position as one of the best cross-country riders. Born at Cheltenham, England, October 31, 1871, English received an ordinary school education. His first actual experience was as an exercise boy for Mr. Richard March, a prominent owner, who entered his horses at races in both England and France. He remained with this stable for five years, during which time he rode such horses as Searles II., Lockjaw and others, and appeared in the saddle at the leading tracks, both English and French. Leaving this employment, he was next engaged by Baron Rothschild.

In 1891, English came to America, riding for Mr. S. S. Howland, and at once found his ability recognized. He won a number of races on Judge Morrow, Eldorado, Eclipse, Mogul, and horses of similar calibre, his services being in constant demand. He is now engaged by Messrs. F. R. and T. Hitchcock, who have one of the largest and best stables of jumpers ever seen on the American turf. A marked characteristic of English is that in all his experiences as a rider over the jumps he has never been hurt, although there are few jockeys who have taken part in so many cross-country races.

Tennessee gave James Owens to the turf. This jockey was born at Nashville, November 6, 1875. His



JAMES OWENS

first turf connection was with the Bashford Manor Stable. After riding for this stable for some time he accepted an engagement with Mr. M. F. Dwyer, an alliance that fully testified to the excellent standing to which he had already attained in the estimation of well-posted owners. In a special capacity he remained with Mr. Dwyer for three years. When the Brooklyn turfman made his plans to go to England, Owens, preferring to remain in this country, engaged to ride for the well-known Western turfman, Mr. J. D. Christie, who was then the owner of that good horse Pactolus.

Owens' first win was on Cicero, and he came in at the head of the field in the Flood Stakes. Numerous other good stakes in the West have been placed to his credit, among them the sensational win on Baby Bill for the Athens Stakes, an event that has not yet been forgotten by those who were so fortunate as to see it. He has ridden on every race course of prominence in the United States and has been equally conspicuous over the jumps as on the flat. He is a good steeplechase jockey, of excellent skill, quiet and unassuming in manner, but as full of courage as any rider in his class. Recently he has been under engagement to Mr. Samuel C. Hildreth, but was also called upon to ride for outside owners, who fully appreciate his merit.

Born in Ireland, July 16, 1877, only the early days of Eugene Finnigan were passed in his native land. His parents came to the United States in 1883 and brought him with them. His schooling was continued here, and he applied himself to his books until he was thirteen years of age, acquiring a good general education. He was more than ordinarily well equipped when he branched out for himself, and made his first acquaintance with thoroughbreds in connection with the stable of Mr. John Hynes. For that owner he rode in 1890, and gained such an experience that he had no further doubt in regard to his future.

Leaving the Hynes Stable he next engaged to ride for Mr. Charles Sanders, with whom he was associated for some time before he became connected with the stable of Mr. Frank Regan, who was his next employer. As a matter of record it is interesting to note that his first winning mount was on Miss Gallop. For Mr. Regan he rode two years. He is classed as a good steeplechase jockey, his first mount on a jumper being on Hulbert and his first win on Mr. Dunlop. After considerable success in New Orleans, he came East and rode for Mr. Francis D. Beard, of the Erie Stable, and latterly for Mr. C. W. Stanton on Sir Vassar. For Mr. Stanton he won nearly all the races that he rode. Sir Vassar has since been sold to Mr. Sydney Paget. Finnigan has a firm seat in the saddle, and so conspicuous is he in this respect that his



EUGENE FINNIGAN

appearance has often been commented upon in more than ordinary terms of praise by the race going public.

Steeplechase jockeys have not, until lately, been in such demand as riders on the flat, but they have been found useful in their particular line and especially when, as is the case of some of them, they can adapt themselves to both styles of riding. The career of the jockey who devotes himself largely to steeplechase riding is of something more than ordinary interest. Perhaps it should attract exceptional attention from the fact that a rider in this class is one of a few rather than one of many, as is the case with those who confine themselves entirely to riding on the flat.

With a good reputation as a steeplechase jockey, J. B. Slack has also acquired fame quite as much by his achievements on the flat. He has been riding for nearly a dozen years, and during that length of time has been connected with several important stables. For two years he was with Mr. Green B. Morris, for one season with Mr. J. DeLong, for eighteen months with Mr. C. D. McCoy, for one season with Mr. J. J. McCafferty, for three years with Mr. G. R. Tompkins and for one season with Mr. R. Bradley. He has also ridden in numerous races for other owners, who have never neglected to avail themselves of his services as often as he has been disengaged. A large proportion of the events that he has ridden in he has won. Recently he has been con-

From the flat to steeplechase riding seems in a fair way to be one of the notable movements in contemporaneous



CHARLES BROWN



J. B. SLACK

nected with Messrs. E. L. & J. T. Smith, the well-known Western owners, who have several good performers.

jockey life. The increasing call for steeplechase jockeys has led to the keeping of some men in the saddle who might otherwise have given up the profession on account of increasing weight. Charles Brown, who has latterly come into this class, is a native of Utica, N. Y., where he was born in May 1876, and where he still has a home, although his racing headquarters are principally at Sheepshead Bay. He began with race horses in 1888, in the stable of Mr. A. E. Gates. There he remained for a period of four years, a circumstance that sufficiently illustrates his persistency and steadiness and disinclination to be shifting from one employer to another.

After his first year with Mr. Gates he commenced to ride and has been steadily in the saddle since that time. For three years he was riding for Mr. Gates. At that time he was a lightweight, weighing about 90 pounds, but nevertheless rode jumping races, as well as on the flat, already displaying marked qualifications for the former style. Latterly he has ridden for Messrs. T. Danaher, Mr. N. S. Hall, A. M. Hopkins and P. T. Chinn, besides accepting occasional outside mounts. His most recent engagement has been with Mr. C. Gorman. His present riding weight is 125 pounds and he expects to achieve a degree of success in steeplechase riding which will quite equal that which has previously distinguished his jockeyship on the flat.

THE AMERICAN TURF

Born in Ireland, P. J. McInerney has had as wide and varied an experience as any jockey now connected with the American turf. His birth occurred September 15, 1871. In 1885, before he had attained the age of fourteen, he began exercising in the stable of William Reedy. He profited much by this, and when he came to enter upon the life of a jockey, was in good shape for the career. His first mount was on The Rose and his first win was on Ravensteen. This successful race was in Australia, whither he had gone, attracted by the opportunities offered in that country. In Australia he remained three and a half years, and participated in some of the important racing contests there.

When he came to America in 1891, he first rode on the flat. His first win was on Profligate at Chicago. For two years he rode on the flat and then began riding over the sticks. In steeplechase riding he has attained to considerable eminence, but in the autumn of 1897 had the misfortune to fall off the favorite in a race. During his career in this country he has been under contract to Mr. N. S. Hall and to Messrs. Sumner & Co. Among his important winnings have been two stakes in California, two stakes in Chicago, four stakes in the East, and many other good races. He can ride at 110 pounds and is likely to be seen many times in the



P. J. McINERNEY

future. He is a strong, graceful rider, and makes an attractive appearance in his mounts.

When Timothy H. Murphy began to learn about race horses he was a youngster of twelve years of age. His



TIMOTHY H. MURPHY

birth occurred November 26, 1875, and he first found employment in the stable of Messrs. W. Hendrie & Co. His term of service in that establishment extended over three years and gave him abundant opportunity to learn every detail of the profession to which he proposed to devote himself. While connected with the Messrs. Hendrie he had his first opportunity to ride in a race and also made his first winning for the same stable. Subsequently he rode frequently and won several races, especially during the last years of his apprenticeship. When he had graduated, as it were, from his school, he took an engagement as jockey with the Empire Stable, for which he rode two seasons, meeting with fair success, and doing full justice to the horses on which he was mounted.

Acquiring too much flesh for lightweight riding, he turned his attention to riding jumpers. His first engagement of this character was with Mr. Andrew Blakely, with whom he was engaged for two years. During this time he won some forty races out of the one hundred and twenty in which he started. Following this experience he accepted an offer to ride for Mr. Edward Corrigan, of Chicago, and, during the season of 1896, won for that owner something like thirty races out of one hundred mounts. Returning again to the stable of his former employer, Mr. Blakely, he had in the years immediately following equally good success, riding on Snowdown, Pearsall, Hats Off and others. His riding weight is 125 pounds, and he is a good, solid, forcible rider, with excellent control over the horses whose fortunes he directs.

THE AMERICAN TURF

Best known as "Spider" Anderson, George B. Anderson first achieved reputation as a rider on the flat and



GEORGE B. ANDERSON

came into the first class. Afterward, as he gained in weight, he began riding jumpers and has latterly become proficient in that style of riding. He is a native of Maryland, having been born in Baltimore, in 1871. Early in life he was engaged with Fred Carter in the stable of Messrs. Davis & Hall. For this establishment he rode for a considerable time and became well known for his integrity, his cleverness and his general success.

Some of the most exacting owners had their attention called to him, and his services were in demand for the best stables. Among other owners who employed him were Messrs. August Belmont, Sr., D. D. Withers, William L. Scott and Byron McClelland. To recapitulate the names of all the great horses that he rode would be to make a long and imposing record. Especially he had the "leg up" on Badge in that horse's important races, and while in the employ of Messrs. Belmont and W. L. Scott, won some of the most noted stake events of the American turf. Recently he has been engaged with Mr. William C. Daly, with a special view to steeplechase riding.

His success in meeting the high expectations of the distinguished and exacting owners for whom he has ridden in the years past is the completest testimony that could be presented as showing his general reliability, trustworthiness and capacity. In the steeplechase riding, which seems now to be coming very much into vogue among the better class of turfmen, and with the fashionable public as well, Anderson should, in the very nature of things and considering his long experience, take an active and prominent part.

From Kentucky came Bud Haggins, who has ridden well on the flat and also in the steeplechase class. He was born in July, 1870, and made the acquaintance of race horses in 1881. At that time he entered the employ of Mr. P. West and for one year was engaged as exercising boy. It took him only a short time to learn how to ride, and his employer gave him a number of mounts before his first year was up. On Major Lee he won two races. Being offered a position to ride for Mr. Henry Colston, who had at that time several good horses in his stable, Haggins allied himself to the fortunes of that owner and was successful in winning a few good races. His next engagement was with Mr. William Stoops, in 1884, the most prominent horses of that stable being Little Fred, with whom he won fifteen straight races, and Templar, whom he rode in six winning finishes.

For a second season, in 1885, he rode for Mr. Stoops with quite as good success as in 1884. Next he rode for Messrs. Bloom & Co., and was seen on such horses as Little Minch and Jim Gore. Returning to the stable of Mr. Stoops the following season, he again served his employer well, his most notable wins being on Warrenton and Glenbrook, both at the Louisville Spring Meet-



BUD HAGGINS

ing. He has also ridden latterly for Mr. Frank Seaman. His riding weight at present is about 112 pounds.

Hurdle riding demands even more from the jockey than racing on the flat, while the enjoyment by the public of the former variety of sport depends as much on the riders as the horses. It is the distinction of James J. Mara that he is one of the capable American jockeys who have made steeplechasing their specialty. He is certainly a daring rider, but joins to this a needful amount of skill and coolness that have had much to do with the repute that he has achieved.

Born March 26, 1866, in New York City, Mara was educated in the public schools and in 1881 entered the establishment of Mr. Pierre Lorillard, where he served under Messrs. Anthony Taylor and Matthew Byrnes. He next worked for the Dwyer Brothers, when Mr. James G. Rowe had charge of their string, and while filling the engagement his chief duty was to exercise Runnymede and Miss Woodford. After that he was employed by Mr. John Connelly, and in 1885 began to ride over timber for Mr. M. Danaher, thus taking up the line in which he has distinguished himself. Successful from the outset and showing remarkable aptitude for his work, he obtained mounts on many noted jumpers, and in 1887 won the Grand National Steeplechase at Cedarhurst, on Major Pickett. Among other horses on which he rode winning races have been Buckra, Duke of Westmoreland, Flushing, Midgley, The Rat, on which he took four straight races; Mars Chan, and in fact all the cracks of their class in the East. He has also visited California, where he rode races for Mr. W. S. Hobart and Mr. W. O'B. McDonough. On the California track he won six races out of nine starts on Berna. More recently he was



JAMES J. MARA

engaged with the string of jumpers owned by Mr. Frederick Gebhard, and won many races for that gentleman.

Steeplechase riders are not so numerous in this country that they crowd each other. Nevertheless, the few who



LESLIE H. DUNLAP

are adepts in this style of riding have shown themselves to be very skilful. Leslie H. Dunlap, one of this class, is a native of Ireland, where he was born in 1868. His entire professional life has been passed on this side of the Atlantic, upon the courses in the United States and Canada and with the jumpers he has played a leading part. He was but fifteen years of age when Mr. John Rucker engaged him as an exercise boy and later on he rode that gentleman's horses in their races.

Three years with Mr. Rucker and two years with Mr. Edward Corrigan brought him to the beginning of his career as a steeplechase jockey. In this capacity he was employed successfully by Messrs. Adolph Gates, William Hendrie, Nathaniel Dymont, W. C. Hayes, J. P. Dawes and others, his most recent engagement being with the last named gentleman. He has trained and ridden some of the best over-timber horses in this country, among them Pat Oakley, Flip Flap, Major Pickett, Hercules, Bob Thomas, Winslow and a host of others. Sooner or later nearly all the great steeplechase stake events have fallen to him, as a result of his courageous, skilful riding, among them the Walker Cup at Hamilton, Ont., the Independent Stakes at Sheepshead Bay and the Stock Yard Stakes at Chicago. He has also been the owner of Fred Burlew, Pay or Play and Waterproof.

Since in racing it is essential to be able to ride at certain weights, that jockey is most valuable who can ride at less than 100 pounds than are those whose weight exceeds that mark. The lightweight has one inestimable advantage over his heavier rivals, since he can carry sufficient metal to make up the deficient weight whenever necessary, and is not under strain in being compelled to reduce his natural weight. Among the lightweight riders who have this important advantage John Donnelly has had an excellent reputation. He was born at Port Richmond, Pa., in 1878. Beginning his turf career in the stable of Mr. John O'Neil as exercise boy, he acquitted himself remarkably well during the four years that he remained with that turfman. His good form attracted the attention of other horsemen, and his services were next sought by that well-known owner, Mr. James Shields. In securing Donnelly Mr. Shields added a competent assistant to his stable staff, for the youngster continued for several seasons to perform very well indeed upon many good horses. His riding weight was 95 pounds, and he made a satisfactory appearance in important events. He was seen on such horses as Rosebud, Mt. MacGregor, Colonel Wheeler, Salisbury, Set Fast, Rosedale and others. To his credit have been placed the honors of many races which he won by his clever horsemanship. Although his career has not been long or eventful when compared with that

Among the lightweight jockeys of the present time Henry J. Harris is included. He was born in Richmond,



HENRY J. HARRIS

Va., September 9, 1876. Educated in the public schools of his native city, he engaged with the stable of Mr. R. Bradley in 1891. Exercising in that owner's establishment, and also in that of Mr. J. J. Carroll, he ultimately came to riding, being particularly engaged by Mr. Andrew Thompson, just previous to the death of that well-known horseman. Mr. William Lakeland then secured his services, and in the employ of that noted turfman Harris continued his career, thus so favorably begun. While Mr. Lakeland has had the first call upon him, he also has been employed to ride for several other prominent stables, winning some good races.

Among the noted runners on which he has been mounted have been Panway, Eastertide, Concord, Decide, Brighton, Hornpipe and Winged Foot, while it would be easy to extend this list to a much greater length. He has always had that prime advantage of light weight to which he has added the admirable qualification of a clear head and good judgment. Although he has not been seen frequently in the saddle, his merit has not been overlooked by some close observers of racing, who express the hope that he may have many chances to distinguish himself according to his merit. In Mr. Lakeland he has had one of the best instructors that the American turf could offer to an ambitious boy, and he should profit well by that opportunity.



JOHN DONNELLY

of some others, he has proved himself to be a very capable and useful rider and a great public favorite.

The youngsters are crowding so fast for places in the saddle these latter days that it is beginning to be a little



EDWARD MINTER

difficult to keep track of them. The turf has expanded so much, both as respects the number of race courses that are in successful operation and the number of horses that are annually in training and running, that an unprecedented demand for good lightweight riders has sprung up, and has so enlarged that the supply, no matter how generous that may be, does not fully keep pace. Although not all of these lads succeed in pre-eminently distinguishing themselves, and become a Sloan or a Taral, most of them prove to be capable and useful. There is always a place for the first-class rider, and there is also abundant demand for those who may be able to take rank in only second or third place. Fortunate it is, however, that all these lads hopefully aspire to a foremost position. There are few of them whose ability and training do not justify such aspiration.

It becomes interesting to keep watch of this small army of boys. There is no fear that, however numerous they may be in numbers, the turf can ever have too many of them. Another one of these newcomers is Edward Minter, who was born at Meldale, Ky., and began exercising horses at Latonia. He has been connected with the stables of Messrs. George Webb, B. Moran, A. Newman and others, and for one season was employed by Mr. M. F. Dwyer. He has shown great proficiency, and is regarded as a very promising lightweight. His career has been altogether in the West, but he is likely to be soon seen on the Eastern tracks.

In the course of his professional career, John F. Barrett has had a wide experience, and has gained a deservedly high reputation. He was born in Jersey City, N. J., April 24, 1874, and attended school in that place and in New York City. His racing life began by exercising horses for Mr. Jeter Walden, where he acquired considerable knowledge of the art of riding the thoroughbred, and soon after entered upon his first regular engagement, which was with Mr. Edward Corrigan. In 1888, on the Monmouth Park track, he had his maiden mount on the mare Katie, but the animal was not placed. In 1890, he rode his first winning mount on Aunt Jane, owned by Mr. William Lovell.

After this, his progress was rapid and satisfactory. He was employed by many owners of prominence, among whom were Messrs. H. Eugene Leigh, W. B. Haskins, T. D. Carter, S. W. Parker, and by the noted trainer, Mr. Thomas F. Barrett, who, it should be said, is his own cousin. His reputation as a rider was established long ago, and his record includes the winning of many stakes at the leading tracks all over the country. He is still young, and has had a record that has attracted the leading owners of horses. He was not long ago engaged to ride for Mr. Levy, of Cincinnati, who had some good performers in his stable. In the ordinary course of



JOHN F. BARRETT

events Barrett has before him many years in which he should be able to bestride the pigskin with success.

Jockeys who have had ten or a dozen years of active life in the saddle may fairly be set down as substantial fixtures in the turf world. In such a class one would naturally place William Penn, who has been so long attached to the stable of the Messrs. Morris, that he must be regarded as one of the permanent fixtures of that establishment. He was born in New Orleans, July 18, 1873. When he was a boy fourteen years of age, he found employment in the Morris Stable, where he naturally began as an exercise boy. When he started to ride in races he weighed only about seventy-two pounds and soon showed himself a very skilful lightweight. For the Messrs. Morris, as well as other owners, he has won a great many races. First he had the mount in affairs of lesser consequence, but his success was such that it early gained him recognition and the opportunity to ride in more important races where he was further successful. His engagements took him throughout the country, and he has long been a familiar figure on all the principal tracks of the United States. His present riding weight is about 107 pounds. He is a strong rider and a master horseman, able to manage the most obstreperous animals and to get out of his mounts the best of which they are capable. His services are always in great demand when he can be spared from the Morris Stable, and he has often done better than some jockeys popularly held as being at the head of their company.

Known to the racing world by his middle name of Coley, as well as his proper name, J. Coley Thompson holds a favorable position among the jockeys of our day. He was born at Nashville, Tenn., November 11, 1881. He has to a good degree that balance and judgment described as "an old head on young shoulders," while among the other elements which contribute to his success in the profession, he is unusually well educated, far more so than the greater number of youths now riding on the tracks of this country. Up to the time, a few years ago, when he came upon the turf, he attended school regularly and was an intelligent and careful student. His first mount was on La Creole, and in the race he finished third, not a bad beginning for a novice. His first winning mount was on Judith G., and his first regular turf engagement was with Edward Brown. This connection lasted from December, 1895, till November, 1896, and afterward he united with the stable of John E. Madden. For the period that he has been a knight of the pigskin, he has had an unusually varied experience and has had mounts on a very large number of performers of reputation. As examples of the horses which he has ridden and brought to the front in their races, Judith C., Woodbury, Corrigan, Lady Doleful, Margaret, Carrie L., Connie Lee and Robert Bonner may be mentioned, though the record could be extended much further and still be abundant in interest.

As a jockey in his earlier years, and later as a trainer, George Hanawalt has had a connection with the turf that is interesting and suggestive. He is a native of Chicago, born July 27, 1874. He was thirteen years old when, in 1887, he made his first stable connection with Mr. C. M. Shields. For that owner he first exercised and then began to ride, meeting with good success. From the stable of Mr. Shields he went to that of Mr. M. M. Allen and still later rode for Messrs. Simon W. Reid, Frank Regan, Burns & Waterhouse, J. Kneale, and others. His career as a jockey called out the frequent commendation of his employers. When he chose to retire from active work in the saddle he had a clean and honorable record to his credit. Notwithstanding the satisfactory results of his jockeyship, he preferred the profession of training and for that reason has in his later years very largely abandoned riding. His judgment regarding a horse's condition and the best way to bring him into good form is much more than ordinarily good. During the two years or more that he has been with the stable of Mr. Frank Regan he has had the handling of many good animals that, under his charge, are almost invariably brought to the post in the pink of condition, and have been repeatedly returned winners. Nor are his ambitions entirely fulfilled as yet, for he aims eventually to take a further step forward and to enter the ranks of owners.

Although born in England, John W. Hothersall has spent his entire life in the United States. His acquaintance with the thoroughbred began in 1892 in the stable of Mr. John Daly. In that establishment and afterward with Mr. J. S. Campbell and with Mr. J. M. Jeffcot, he continued to be employed in exercising. Then he was attached as a jockey to the stables of Messrs. George F. Smith, Samuel C. Hildreth, and M. F. Stephenson, and finally with the stable of Mr. William C. Daly. He is a good lightweight, riding at about 92 or 93 pounds, has a firm seat in the saddle, and is able to get as much out of the animal that he is astride of as any man. Recently he has been upon the Western tracks.

Born in Canada, in 1866, Gustavus Hamilton began his racing experience in the Dominion in the stable of Mr. John White, the Canadian turfman. Afterward, in the stable of Mr. E. J. Campbell, he began riding jumpers and made that a specialty. He was engaged from time to time with many prominent owners, including Messrs. A. E. Gates, Edward Corrigan and J. G. K. Lawrence, and latterly with Mr. John Nixon, until his retirement. He was a jockey strictly conservative in his methods, and at his home in Toronto, as well as upon all the great race courses in the United States and Canada, has always been held in the highest esteem among turfmen, being regarded as one of the safest and most reliable jockeys of his time.

MEN OF THE TURF

MEN OF THE TURF

THE SPECULATIVE SIDE OF RACING AND THOSE PROMINENT IN IT—VETERINARY SCIENCE AND
ITS WORK FOR THE THOROUGHBRED—STARTERS AND OTHER
OFFICIALS OF THE TRACK

READERS who have thus far followed the history of the American turf that has been presented in the preceding pages can scarcely have failed to be impressed with the magnitude of the interests involved in this great national institution. Not only, as has been seen, are vast amounts of capital at stake in supporting breeding establishments, racing stables and race tracks, but a great variety of other interests are also involved, either directly or indirectly.

The breeders of national reputation; the owners whose stables contribute to the importance of racing meetings; the trainers to whose intelligent efforts the perfect condition of the running thoroughbreds must be credited; the racing officials to whose careful direction and supervision is due in large measure the success of our great tracks; the jockeys, who, brilliant in varied colored silk jacket and cap, are picturesque, hard-working and capable in their efforts to please the public and to bring profit to their employers; each of these classes constitutes by itself a regiment, if not indeed even an army. An idea of the great numbers of men engaged in these respective pursuits and of the wide importance of their activity in developing modern racing and in maintaining it in that high state of perfection which is the delight of the public, has undoubtedly been clearly gained by those who have followed our accounts of these branches of turf life and of the gentlemen prominent in them.

But a comprehensive review of the turf and of those associated with it cannot thus be brought to a conclusion. There are hundreds, perhaps thousands of others, who, if in some respects less conspicuous than those in the classes just referred to, are in no sense less important members of the racing fraternity or less meritorious in the character of their work. In this list must be included a large company of those whose particular duty it is to look after the welfare of the thoroughbreds in many ways; to direct the affairs of racing meetings, and to attend to many of the needs of owners and the public in connection with racing associations and meetings.

In this connection we cannot overlook one side of racing affairs that has barely been touched upon in these pages, and yet which has always been of vital moment to the prosperity of the turf. Reference is made, of course, to the betting, which in these latter days has become a science and is scarcely less essential to the

very existence of the turf than is breeding or racing. The time was, and that, too, not so very long ago, when betting in connection with racing was carried on in a very haphazard fashion, and, it must be confessed, was fraught with manifold evil. As the turf grew in importance and the patronage bestowed upon it increased to tens of thousands where previously there had been hundreds or thousands, the necessity of reform in the manner of conducting betting in connection therewith and the demand for reasonable regulations that should conserve the interests of the racing associations, the public and the betting fraternity, became clearly apparent. The warfare made upon the pool-rooms some years ago and other movements in this matter emphasized the demand of the hour and led up to the institution of many important reforms and to the establishment of betting under the new system as it now exists.

As conducted at the present time, under reasonable regulations and restrictions and subject to the watchful attention of gentlemen whose greatest care is for the welfare of the turf, bookmaking in connection with our great tracks has become a well established institution that generally commends itself. The bookmakers who are principally connected with the metropolitan tracks constitute a notable company of men. They are shrewd observers, have keen business instincts, and their trustworthiness and reliability is fully evidenced by the confidence that is placed in them by the managers of the various racing associations and by the public that freely places its money in large amounts upon the events of the different meetings.

The Metropolitan Turf Association has on its roll of membership those who are undoubtedly foremost in the United States in this particular line of business. Membership in this association is a guarantee to the public of the responsibility of those who control the business of the betting ring. Most of these members have had long and honorable connection with bookmaking, and their association for mutual advantage and for the proper regulation of the traffic has unquestionably redounded to the public benefit. The names of these gentlemen are well worth presentation as showing the character of those in whose hands are such large and important monetary interests, and in whom the public daily reposes the utmost confidence. In this list appear the

names of T. B. Alexander, W. E. Applegate, Jr., J. Beat-
tie, F. Belanger, W. Beverly, Max Blumenthal, F.
Brower, T. A. Brown, E. Burke, S. J. Burke, E. J.
Callahan, R. A. Canfield, George Carlin, J. B. Coleman,
W. J. Connor, F. Cowan, E. Croker, W. H. Crouchen,
John Daly, Hayden Dargon, J. Davey, R. H. Davis,
D. Donnelly, P. H. Downey, N. J. Doyle, F. A. Duffy,
John Duffy, C. F. Dwyer, F. Eckert, C. W. Emerson,
S. Emery, S. Fisher, F. W. Flood, Max Franks, S. Franks,
J. Frye, E. Gaines, D. Gideon, L. Gilbert, M. Goodwin,
C. R. Grannan, Joseph Guthorn, I. Hakelberg, William
Harbaum, H. Harrigan, Henry Harris, C. F. Heineman,
W. Heineman, C. E. Heney, P. Howell, J. O. Hughes,
R. G. Irving, E. P. Jones, O. A. Jones, A. Kaufman, J.
Keys, M. Klien, J. P. Korn, G. Kunzeman, A. G. Lack-
man, M. Leon, A. J. Levy, S. Lichenstein, T. Lloyd,
J. London, M. M. Loomam, W. J. Mackin, W. F. Mac-
Namara, J. A. Mahoney, E. N. Marks, M. Marks, James
McCullom, J. E. McDonald, B. Michaels, George Middle-
ton, M. Minden, J. J. Murphy, J. Nagle, P. Nagle, T. E.
Nagle, C. Nelson, W. E. Nixon, T. O'Brien, D. J.
O'Connor, J. J. O'Neill, E. Pearsall, W. H. Peters, H.
Quinn, M. Reardon, J. P. Robinson, R. L. Rose, H.
Schopps, P. J. Shannon, T. H. Shannon, E. L. Smith, L.
H. Snell, William Snow, H. Stedeker, T. G. Sullivan, S.
Summerfield, L. Swatts, R. P. Tebo, C. H. Thompson,
I. S. Thompson, W. J. Torpie, A. Ullman, J. Ullman, J.
C. Van Ness, J. H. Vendig, G. Walbaum, N. P. Waldam-
an, A. Wall, C. Walters, J. C. Walters, G. A. Wheelock,
B. Wolf, F. M. Woods. The Governing Committee of
the Association consists of E. N. Marks, O. A. Jones, H.
Stedeker, G. A. Wheelock and S. Lichenstein. The
members of the Arbitration Committee are R. L. Rose,
T. G. Sullivan and E. M. Gaines. The secretary is T. G.
Sullivan, and the treasurer, E. N. Marks.

Coming to the consideration of another branch of turf
affairs, we are strikingly impressed with the fact that no
profession is of more importance in this particular con-
nection than that of the veterinary. It has remained for
the nineteenth century to develop this science to the
high position that it now holds. Particularly the estab-
lishment of veterinary schools in Great Britain has done
much to educate a class of physicians for this pursuit
and well equipped with special knowledge. In the
United States veterinary science has in recent years kept
fair pace with the advancement that has been made in
Great Britain and elsewhere. In all the large cities of the
country veterinary schools have been established. Sev-
eral of our large universities, like Cornell, Columbia,
Pennsylvania, Harvard and others have veterinary schools
or chairs with competent teachers. The practitioners
that have come from these institutions and also those
who have acquired a practical knowledge of the treat-
ment of horse ailments constitute a body of accomplished

men who have been of invaluable service to owners of
thoroughbreds. In a volume of this character it is im-
possible to give more than a mere passing attention to
the subject, with a reference, presently, to several of the
leading exponents of this branch of medical practice.

Racing and track officials constitute a large and influ-
ential class. Some of them have been already consid-
ered. Others there are whose duties are scarcely less
important, and who contribute in their respective ways
to the success of every meeting. It may be invidious to
select any particular one from this class of minor officials;
but, nevertheless, it seems only just to pay passing trib-
ute to the work of the starter, a hard-working and often
much-abused individual. Perhaps no position at the
race course is less enviable than that of the man who
wields the flag. No starter ever lived who gave general
satisfaction to the public, and it is extremely doubtful if
that phenomenal individual will ever be born. Some
good and strong men have held the position on Ameri-
can tracks. In days gone by there were Messrs.
Wheatly, Crouse, Connor, Simmons, Sheridan and
several others whose names should be readily
recalled.

In the immediate present we have had a goodly number
of starters who have compared favorably with those who
preceded them, and have done as well as could be ex-
pected of any in that supremely difficult position.
As late as 1897, Mr. C. H. Pettingill officiated as starter
at all the metropolitan tracks, and he was in turn suc-
ceeded by Mr. C. J. Fitzgerald. In recent times Mr.
William J. Fitzpatrick, during the latter years of his life,
officiated at Saratoga, Washington and elsewhere. On
the Pacific Coast Mr. R. J. Harvey and Mr. J. B. Fergu-
son have been conspicuous in this official class. Mr. C.
J. Fitzgerald has also started the races at New Orleans;
Mr. C. Chinn at Memphis, Tenn.; Mr. J. P. Chinn for
the Kentucky Association at Lexington, and also for the
Latonia Jockey Club; Mr. Phil Gilman, at Nashville,
Tenn., and for the Highland Park Club, of Detroit; Mr.
W. P. Maxwell at St. Louis; Mr. H. G. Brown for the
Queen City Jockey Club at Cincinnati; Mr. W. P.
Maxwell for the Little Rock Jockey Club; Mr. J. F. Cald-
well for the Detroit Jockey Club, and Mr. J. B. Ferguson
for the Butte and Anaconda, Mont., meetings.

Further consideration of these and other individuals
connected with racing in official and professional capac-
ity would be agreeable, did time and space permit.
Enough has already been said, perhaps, to sufficiently
indicate the variety and the great and growing impor-
tance of these branches of turf activity. A review of the
careers of some of the foremost individuals in their
respective classes will, it is believed, conclusively
demonstrate the force of the propositions already
enunciated.

Instances of permanent profit in backing horses are proverbially scarce. In fact the number of those who, in this connection, have attained more than a temporary good fortune could be easily reckoned, while thousands fail to wind up as much as a single season without loss. Taking these things into consideration, the success of Mr. George A. Wheelock has been remarkable. He is indeed one of the very few who have accomplished such a result, and is looked upon as one of the shrewdest and most careful men in his line. Giving, however, his entire time and attention to his business, the results he has secured can be ascribed in large measure to that fact. At the same time, it cannot be lost sight of that the possession of a high order of ability, a complete knowledge of all the details of racing and betting and a thorough acquaintance with horseflesh, have been substantial and important elements contributing to his success.

Mr. Wheelock was born in St. Louis, Mo., September 26, 1858. He came of an excellent family, his parents being well connected both in New York and Boston. He was carefully educated, graduating from the High School of his native city in 1876, and it was the desire of his father, who was a prominent merchant, that he should enter Yale College. As a youth, however, his inclinations were strongly set toward the domain of sport. Especially, he early developed ability as a billiard amateur, playing himself and taking great interest in organizing matches.

His speculations in connection with the turf began in

1882, and four years later he became a bookmaker at Washington Park, Chicago, having as associates the notable Western turfmen, Messrs. E. J. Baldwin and George Hankins. While this connection put him in possession of many stable secrets, he soon discovered the comparative uselessness of such information and, principally for this reason, the partnership with Mr. Hankins

was dissolved. Coming to the East with Mr. Baldwin, he followed the latter's horses. The following season was spent by him at the South in association with Captain John Hardy and Mr. J. Daniel Hutchison, the last named gentleman and Mr. Wheelock finally joining Mr. Baldwin once more at Chicago.

It was not until 1888, however, that Mr. Wheelock began to make money on a considerable scale. While making a book at New Orleans he met two New York betting men, Charles Aikens and Percy Gillies, who had a theory upon handicapping which they communicated to him, and he, though finding their plan impracticable, derived benefit from it in combination with his own ideas, in the ensuing season netting some \$140,000 from his operations. In the next year he had five books in operation, but reduced the number to two, his



GEORGE A. WHELOCK

own and that of Wheelock & Harris. Both Mr. Harris and Mr. Leo Meyer were employees of Mr. Wheelock and, graduating to the block, became successful. It is always essential that the public should deal with responsible bookmakers, and the prominence of such men as Mr. Wheelock is of importance to all who follow racing.

Mr. Robert G. Irving is one of the substantial old-time turfmen. A native of England, he was born in London, but his entire life, from the time of his infancy, has been passed in America. His interest in outdoor sports was shown early in his career, although its manifestation in the direction of racing was not at first displayed. After his school days, when he came to enter upon active life for himself, he learned the trade of boat building. In that pursuit he was engaged for many years. During the Civil War, he rendered the United States Government exceedingly valuable service on more than one occasion in matters pertaining to his trade.

It is going on a quarter of a century, at least, since Mr. Irving began to feel an interest in turf matters. At first, he merely had an intimate acquaintance with many people who were concerned in racing, and gradually felt himself drawn in that direction. Nevertheless, until about 1881, he continued in the business pursuit that had engrossed his attention up to that time. Finally, taking a special liking to racing affairs, and becoming thoroughly imbued with the idea that he could be successful in connection therewith, he embarked with a small capital, and had most gratifying results from the outset. His first venture was about the time when Leonatus won the Kentucky Derby, and that great mare Thora broke down.

During his long and active career, Mr. Irving has made more than one brilliant coup. He has been a careful, conservative bettor, but his conservatism has not held him back from making many strong plays. Probably, in the course of his experience, he has won over a quarter of a million dollars. In one year alone, that of 1887, he cleaned up some \$93,000. He has figured on the betting side of most of the notable turf events of this period. When Longstreet beat Tenny, his win-

nings were some \$18,000. He was less fortunate, however, when Salvator won the Realization, defeating Tenny by a head, for he was on the losing side on that occasion, standing to win \$30,000 on Tenny. Under the present system of betting, he has not always been as successful as he could desire, for he acknowledges to having lost in bad accounts some \$18,000. Nevertheless, despite this experience, he prefers, on the whole, the style of betting now in vogue, and considers that in some respects it showed a marked improvement over the methods that have generally prevailed in the past.

Mr. Irving has enjoyed the confidence of the leading turfmen of the present generation, for most of whom he has transacted business, and always to the satisfaction of both parties. For three years, he placed Mr. Michael F. Dwyer's commissions. Not long ago, his name was brought more prominently than ever before to public attention in connection with the discussion as to the legal status of betting. It will probably be readily recalled that one Joseph Britton was sued by Mr. Irving. The suit was brought for the ultimate purpose of securing a decision from the highest courts of the State as to the legality of a gambling debt. Judge Pryor, before whom the case was first tried, held that the racing law was unconstitutional. On appeal, the case was taken to Judge Gaynor, who

overruled the decision of Judge Pryor. Later on, however, the Court of Appeals decided against Judge Gaynor, and upheld the decision of Judge Pryor.

Noted for his upright business methods and for the integrity that has characterized his life, Mr. Irving has a large acquaintance with racing people, by whom he is held in high esteem. In addition to his own capital, he has handled large sums for other people, with generally successful results.



ROBERT G. IRVING

It will not escape notice that many men who have been prominently connected with the betting interests of the turf have had previous experience in business matters. They are generally trained men who, with sound general education, have also the additional advantage that comes from thorough knowledge of business methods and a more or less intimate acquaintance with commercial life. This affords a substantial foundation for the successful upbuilding of the particular turf connection at which they aim. The shrewdness, capacity and industry that is necessary in all business affairs, and familiarity with monetary questions are the indispensable factors in all racing speculation. Moreover, the powers of keen observation and of quick conclusions that belong to bright business men are those most in demand in the making of a successful turf speculator.

Mr. Joseph H. Vendig is another illustration of the proof of the above proposition. He was born in Philadelphia, August 15, 1860, and his first experience with racing began in 1879. Although only nineteen years of age at that time, he was already the possessor of a good education, and had also profited by business experience. His father was a business man of Philadelphia, and there he was first engaged as clerk and still later as traveling salesman. But even at this early age racing seemed to hold out more inducements to him than business, and, leaving the road, he began the career in which he has since attained such distinction.

His début was at the opening meeting of the Brighton Beach Racing Association, and from that time on he has been a conspicuous figure among the bettors and book-makers of the track.

For many years he has been recognized as one of the nerviest and most energetic sportsmen of the day. Besides betting for himself, he has been entrusted with a great deal of business by prominent turfmen, who have had the fullest confidence in his capacity, good judgment and integrity. For a period of seven years, extending from 1890 to 1897, he was the commissioner for Mr. Michael F. Dwyer. In his capacity as commissioner for other notable individuals, he has placed some

of the largest bets ever laid upon the race track, and his general success has become proverbial.

Nor has Mr. Vendig confined his attention in racing matters to the betting ring exclusively. During the seasons of 1892 and 1893 he was a member of the firm of O. A. Jones & Co., that owned several good horses, and the success that the stable achieved was in no small measure due to his judgment in regard to the value of thoroughbreds and in directing their racing. Among the best horses of that firm were Leonawell, Dr. Wilcox and Beck.

Mr. Vendig has also been interested in other sporting affairs outside of racing. He managed the celebrated Corbett-Mitchell fight, and it was through his per-

sonal effort, notwithstanding the opposition of the authorities, that the fight finally took place in Florida. He was a half owner of the Florida Athletic Club at one time and was also connected with the Maher-Fitzsimmons fight, which was brought to a successful conclusion by him. In regard to betting at the race track, which absorbs most of his time and attention, he does not think that the present system can be in any wise improved upon, as compared with old-time methods.



JOSEPH H. VENDIG

THE AMERICAN TURF

Few men have had a more notably dazzling career in connection with the betting side of racing than Mr. Charles R.—or “Riley”—Grannan. His reputation among turfmen is as widely extended as the United States, and he is one of the few of the present day in his particular line of business concerning whom the public has the greatest curiosity. For several years past he has been one of the most sensational “plungers” known to the American turf. By choice, instinct, training and circumstance he has become associated with the speculative side of horse racing, and upon that particular subject no man of his age has had a wider experience or a more practical knowledge. He is a native of the town of Paris, Kentucky, and was born some thirty years ago. Although the Blue Grass State has furnished many notable turfmen to the country, as breeders, owners or trainers, it probably never sent forth a more striking illustration of pluck and of energy than exists in the person of Mr. Grannan.

Having his own way to make in the world, this young Kentuckian started out for himself at the age of twelve. With the natural fondness for horses that belongs to all natives of Kentucky he drifted into association with racing and sold programmes at running meetings, making quite a little money. He also began betting, and in a small way was fairly successful. Before he was seventeen years of age he went to New Orleans, where he was employed in the St. Charles Hotel. There he attracted the attention of Bookmaker Botay, with whom he became associated. His first real start in his brilliant career began, however, in connection with Mr. William E. Applegate, one of the

prominent horsemen and bookmakers. Applegate had the fullest confidence in the ability of the bright, alert young man, and gave him assistance in starting at Memphis, Tenn., what was undoubtedly the first field book ever made in the West. Grannan received part of the profits of the venture and the book was continued throughout the Western circuit to the eminent satisfaction of both gentlemen, for the youthful partner was a close observer and his shrewdness and courage

brought big returns.

After two or three years' experience in this field he acquired sufficient capital to go in among the big layers in the regular ring and started on the phenomenal career that has brought him so conspicuously not only before the turf public but before outsiders as well.

He has, in recent years, been the central figure of some of the most sensational events connected with the betting ring. There has been a great deal of talk, especially in the newspapers, about his fabulous winnings, much of which, as he says, are largely flights of fancy. Nevertheless, he is not averse to admitting that at times he has won very heavily on important events. His betting operations are conducted on a



CHARLES R. GRANNAN

large scale, and it has not been unusual for him to win from \$20,000 to \$30,000 on a single race.

Naturally, carrying on operations upon such a large scale, he has several times won and lost a fortune. He is not an adherent of any system, but relies wholly on his own judgment, in which he has the most implicit confidence, and justly so, considering how well it has served him. He is one of the most modest of men, wholly averse to notoriety, and a general favorite.

Some one has said that, like the poet, the bookmaker is born, rather than made. Undoubtedly, one must possess special talent for this avocation, if he expects to attain even the most moderate degree of success in it. In many other business pursuits general proficiency in methods and in experience enables many a man to establish himself firmly. In the matter of bookmaking, however, there is no disguising the fact that in addition to a sound business training the requisites for the occupation are peculiar to itself. To a certain extent bookmakers are the result of chance, that is, they have drifted into the occupation without serious and determined preparation. Nevertheless, after their advent in the calling they must prove to be possessed of innate qualities without which they could by no means hope to attain success.

To enumerate the qualities that go to make up a successful member of the bookmaking fraternity would be a long task and would present some exceedingly interesting considerations. It will not be possible, however, to go thus into detail concerning the subject. It is important, however, to point out that in order to become a shining light in the fraternity a man must be a good loser. No heed whatever other attributes he may possess, if he is lacking in that he might as well be lacking in all.

The conservative, methodical spirit of a business man are excellent in their way for the bookmaker. In the general significance of the term, he need in no sense be a gambler, or to speak more decidedly, he will be more certain of success if quite averse to the general allurements of chance.

Nevertheless, he must know how to be not only a good winner, but also a good loser. It is comparatively easy for a man to retain his equanimity when things are

going well with him. Far more difficult is it to maintain an even balance of mind in the face of losses. This is largely a matter of temperament, and he who possesses this faculty has that which may be one of the surest elements of his success and which will be certain to command the admiration and the envy of his professional associates, as well as those of the outside public who know him. Such an individual soon comes to be a marked figure in the racing world and he receives a just tribute of confidence, alike from owners and miscel-

laneous bettors. This is an invaluable capital for him and is likely alone to insure him a prosperous career. When to this is added other qualifications, of keen business insight, knowledge of horses that comes from wide experience and careful study and a large familiarity with all the minutiae of stable and race track life, the career of the individual thus favored may be regarded as fairly mapped out before him.

Undoubtedly most members of the betting fraternity are not only men of high personal character, but they are, to an exceptional degree, possessed of both the general and the peculiar qualifications to which reference has just been briefly made. One of those in the field whose operations are on a large scale, and concerning whose

career there are many favorable prognostications, is Mr. Robert P. Tebo. He is a native of the City of Brooklyn, and has been associated with racing affairs from his earliest years. After receiving a sound education in the public schools he made his first venture in business life in connection with bookmaking at the metropolitan tracks. For sixteen years he has been thus engaged. During the last six years he has made a book on all the Eastern courses and has been very successful.



ROBERT P. TEBO

Although a veteran in all matters pertaining to the turf, Mr. William H. Peters is still a young man in years. He is a native of New York City and was born October 1, 1865. As a boy he attended the public schools and early gave evidence of that steadiness, attention to duty and ability to win success that have been his dominant characteristics throughout life. In his school days he was known as a diligent student, never missed a promotion and graduated with credit when he was sixteen years of age. His entrance upon business life was in Wall street, where he became an employee of a brokerage firm. His industry and shrewdness matured early and he was able to start independently before he had attained to full age.

Success crowned his energy and soon he had accumulated a considerable capital, so that he was able to retire from the Street. This gave him the time and the means to devote to racing, which sport had always possessed a great fascination for him. At the time when he began his career on the turf publications in the shape of an index that gave a guide to the quality of the work of the equine performers on the tracks were rare. Consequently it was more difficult to follow the form of the horses and to reason out the possibilities in them, than it is at the present day. Mr. Peters found it necessary to stand in the field and compile an index for himself as a basis for his betting operations. The habit of close observation and of careful study of the history of the horses who passed before him that he thus acquired was the substantial foundation of his future as a turfman and to it he has attributed much of his success.

The training that he had secured in his school days and afterward in Wall street, was now of value to him and it was not long after he began to follow the races that the admirable judgment he showed in regard to the

racing qualities of horses attracted general attention. In 1885 he became interested in bookmaking with Mahoney & Co., whose winnings, due to his judgment, during the next five years, were very large. In 1890, he began to make book by himself, having refused the offers of wealthy turfmen anxious to act as his backers. He has followed the profession at all the Eastern tracks and enjoys the confidence and respect of every element in the racing world, while his reputation with the public is such that all patrons of the turf are acquainted with his name.

Throughout his turf experience his success has been steady. He acts systematically upon a theory of his own in regard to laying and taking odds, to which he attributes much of his success. Although modest concerning his record he can recount many remarkable incidents of his career. For instance, once, within a week, he run up a five dollar bill, bet on Tea Tray at 10 to 1, to \$15,000. He also won \$7,000 on Major Domo at 40 to 1, \$5,000 on Tulla Blackburn and \$15,000 on Mable Glenn at good prices. The largest odds he ever procured was a bet of \$10,000 to \$100 on Plenty at the Brooklyn track, but Plenty lost by a nose to By Jove. Mr. Peters has owned a number of horses at various times, but preferred not to race them in his own name till the season of 1896,



WILLIAM H. PETERS

when at last his colors appeared on the track.

Mr. Peters has acquired considerable property including real estate in Brooklyn. He resides in a handsome house on the Park Slope in that city, having another house at Bensonhurst for the warm weather, while he also owns a place in Florida to which he repairs with his wife and children for the winter months. He is a member of the Metropolitan Turf Association and has a large circle of personal friends among turfmen who have confidence in him and have watched his career with interest.

THE AMERICAN TURF

As indicated by his name, Mr. Thomas Lloyd, the popular sportsman, is of Welch descent. His father, the late John Lloyd, was a native of North Wales, and emigrated to this country at an early age. Settling at first in Western New York, he soon came to the metropolis, and was a successful and highly respected produce merchant, established for many years in Eighth avenue, and later in Harlem. Finally retiring from business, he died some years ago, at the ripe age of seventy-five years.

Mr. Thomas Lloyd was born in New York City, December 3, 1863. He received an excellent education in the local schools, and then had his first business experience in the establishment of his father. His fondness for horses, however, ultimately decided his business career, and he invested a portion of his capital in the De Soto Stables, one of the largest places of its kind in the Harlem district of the metropolis. In this connection he made his first practical acquaintance with horses, and his experience there had much to do with the ultimate development of his interest in racing affairs, in which he has long been active.

While a mere lad, Mr. Lloyd took part in politics, and as a business man, interested in the welfare of the city and State, and not as a seeker for office, he has been an important factor in the city organization of the Democratic Party.

He was appointed associate leader of the Tammany organization in the Thirty-fourth Assembly District in Harlem, and his popularity and business standing in that portion of the city where he has always resided is shown by a flourishing political club, the Thomas Lloyd Association, which was formed there in 1894, received its name in his honor, and has done excellent service in the political field.

Mr. Robert S. Lloyd, the younger brother of Mr.

Thomas Lloyd, and like the latter, a well-known and enthusiastic lover of the turf, was born in New York November 19, 1865. He also received his education in local schools, entered business with his father, and subsequently transferred his attention to the livery establishment with his brother. Both gentlemen inherited considerable property, which they have increased, and are capable, energetic and liberal-minded men of affairs.

It was about 1880 that Mr. Thomas Lloyd had his first active interest in and connection with the turf as an amateur and follower of the races. He has, to a certain

extent, also been identified as a capitalist with the business side of the sport, and in 1889, became interested with Mr. Browning and Mr. Thomas D. Reilly, now president and owner of the Aqueduct Track. He is a constant attendant at the races, and bets largely and with good judgment, often handling thousands upon a single race, while he has been remarkably successful in such ventures.

Mr. Robert S. Lloyd is as well known in the West as in the East, and, in fact, devotes a large part of his attention to racing in the former section. The Messrs. Lloyd have separately or jointly been the owners of a number of prominent race horses. The best of the animals which have carried their colors was probably Worth, who cost some \$10,000 as a



THOMAS LLOYD

two-year old. Worth won several races at Saratoga, and netted a handsome return to his owners. They now have two horses in training, Charles Rose and Wood Bird, from both of which they expect favorable results. Both gentlemen are practical and experienced horsemen, and have an enthusiastic love of sport, as well as a keen business man's appreciation of the fact that to be popular, the turf must be kept pure, and in all things be above the criticism of its opponents.

Although Mr. Thomas O'Brien has speculated in connection with the turf ever since he was able to count money, and is now one of the ablest, as well as most successful of the bookmaking fraternity, his early experiences with racing were in schooling and training jumpers. From this he advanced to the possession of an interest in some noted animals, more particularly those adapted to steeplechasing, to which branch of the sport he gave close attention for several years. To the fact that he possesses this exact practical knowledge of all departments of racing life, is in a large measure attributable the success he has made in his present profession.

Born in Ireland, March 5, 1862, Mr. O'Brien began riding when ten years of age, and has had no other occupation apart from horses and racing throughout his entire life. He took part in several Grand National Steeplechase races in the days of such prominent jumpers as Disturbance, The Lamb, Shifnal and others, and coming to America was identified with the same division of the sport. While never assuming the responsibilities of controlling a stable of his own, Mr. O'Brien has had an interest in several racers, among them being animals that developed into good performers, and not only made a name for themselves, but justified the confidence of their owner by the money they earned for him in their races.

In 1887, Mr. O'Brien began bookmaking publicly, and signalized his entry to the professional ranks by a notable success. His profits in that year from bookmaking and betting combined were set down as over \$100,000, and he has since given ample evidence that he possesses a combination of good fortune and good judgment that has placed him on an enviable financial plane. Like all members of the fraternity, he has had his losses, but occasional reverses do not deter him from following his

own theories and judgment. His forte has always been in heavy transactions, requiring both boldness and capital, in connection with races where he has made a study of the conditions, and he is satisfied to stand by his convictions. As already indicated, he is a superlative judge of horses and possesses that lifelong knowledge of pedigrees and of the individual peculiarities that appear in racing animals which to the uninterested seems almost like an instinct. Besides this, he is popular in racing circles and has hosts of friends among horsemen of all classes.

His views upon betting in connection with the turf are interesting and valuable, being those of an expert. In common with all close observers, he holds that without speculation, the life of the turf would be feeble. But he contends against the popular and erroneous idea that the bookmaker is always a winner at the end of the season. This is a very false impression. In fact, there are scores of the fraternity who lose their capital and never recover it. It is usually the large capitalist who survives the season and retires with a profit, while the man who enters the business with limited means has only a remote chance of surviving to the end of a given racing year. The true method for the bookmaker is to do legitimate business based on exact



THOMAS O'BRIEN

figures, avoiding the speculation which proves fatal to so many of them. At the same time the large portion of the public that is so apt to declaim against the supposed profits of the bookmaker, has, in Mr. O'Brien's opinion, only itself to blame for its losses. Intending bettors, he urges, should measure the extent of their wagers by their capital and thus be able to increase their bets to a figure where they can recover their losses on one race irrespective of whether they have lost on any number of previous events.

Although Massachusetts has never supported the turf, that Commonwealth has furnished many keen horsemen and lovers of the thoroughbred. Mr. Charles F. Heineman is one of that class, for he was born in the City of Boston some forty years ago. His parents moved to New York when he was still young, so that his education and youthful associations were entirely with the metropolis, which has since been his home. He received a sound education, and was a bright scholar, being particularly quick with figures. In fact, he gave early indications of possessing a mind for mathematics, which is one of the necessary ingredients in the make-up of one destined to be a follower of the turf and a factor in its speculative side.

It was while a schoolboy of twelve that Mr. Heineman first became interested in the turf. At that age, he knew about the leading horses and was backing his favorites. As he grew older, the strong bent of his predilections asserted itself, and he was far from having attained his majority, when he was engaged at that school of American horsemen and racing men—old Monmouth Park, learning the mystery of bookmaking as it was then practiced, and making a good impression on the host of prominent turf people with whom he was thus brought into contact. He early reached the upper ranks of his profession, and has been continually in business on his own account for about a score of years. During that time, whatever the vicissitudes of fortune, he has always held the confidence and respect of the racing public and has had a career that even the most exacting sportsman could be proud of.

During this period Mr. Heineman has taken part in the

sport every season, and has been present at nearly every meeting or race of any importance at all the great Eastern tracks. He has several times made a comfortable fortune, and has also experienced the sensation on several occasions of seeing his fortune take wings to itself in consequence of the many unexpected and unforeseen contingencies that necessarily attend horse racing. Success he has borne with modesty, and defeat has been taken with true sportsmanlike pluck, while, whatever the result, each season has invariably found

him once more in the betting ring. Taking the period through which his experiences have extended as a whole, he can look back to a very satisfactory record, since in most of those years he has made a record of more or less success.

Mr. Heineman's career has been full of the interest that attaches itself to horses and horsemen. He has seen all the great races of the present generation, and enjoys the acquaintance of many of the most prominent men in the turf world, being a man of steadfast friendships and stability of character. His modesty forbids the specific mention of some of the valuable happenings in his own business, when he has, on occasions, either won or paid

out fairly princely sums on a single race, such occasions, as might be supposed, not having been rare in the life of one who has been so constantly in the harness.

Above all things, Mr. Heineman is a lover of the thoroughbred horse. The turf has for him a fascination, and the subject on which he loves best to hold discourse is the never-ending one of the merits of the past performers and the prospects of the newer aspirants for the honors of the track and stud.



CHARLES F. HEINEMAN

Bookmaking has come to be such an important factor in modern turf life that it has called into the ranks of its supporters some of the brightest men of this generation. They have been drawn from various walks of life, but have principally come from business pursuits to the calling in which they have finally distinguished themselves. Despite its many exactions and the uncertainty about it, the speculative side of the turf has always had a large army of followers and undoubtedly will continue so as long as the thoroughbred shall be raised and run. The bookmaker ministers to this demand for betting opportunities and the history of the turf, especially in recent times, show that he has met the situation generally in a way satisfactory to the great betting public as well as to himself.

It is worthy of note that, as a rule, successful bookmakers have altogether confined themselves to this one profession alone. Other turfmen may in turn be found as breeders, owners, trainers or jockeys, or they may find a field for the exercise of their talent in official connection with racing associations. With the bookmaker it is entirely different. Once in the betting ring, always in the betting ring, is almost the inflexible rule that can be evolved from a study of this profession. That may indicate one of several things. It certainly shows that the pleasures and profits of bookmaking are of sufficiently pronounced quantity to make it easy for its practitioners to resist the allurements of other pursuits. It may also indicate that the peculiar qualities that fit a man especially for bookmaking are not those that would naturally lead him to success in other occupations connected with the turf, however much they might, as has been demonstrated in many cases, bring him substantial returns in outside business connections.

Certain it is that bookmakers, as a rule, are very seldom interested in outside ventures. In fact, they may become accustomed to look upon thoroughbred performances merely from their own point of view. Undoubtedly many of them take as enthusiastic interest in

brilliant racing as the most devoted turfmen, but, on the whole, their concern over a race is not so much on account of the wonderful display of the prowess of the noble coursers as it is over the relative value of these performers in a matter of betting results.

On the whole, this characteristic of the bookmaking profession may be considered an advantage than otherwise. It certainly leads to concentration of mind upon a single branch of business. There is no diffusion of effort and no distraction of thought from the one thing that, in the bookmaker's opinion, is of the highest importance. This is one great secret of the bookmaker's suc-

cess. It is also of service to the public, which is dependent in no small measure upon the acuteness of the man who handles its money in betting and his application to the business before him.

Years of experience in this particular pursuit certainly sharpen a man's wits and gradually lead him to that complete concentration of attention upon his business that is so important. Among those gentlemen who are prominent to-day in this fraternity, and who are good examples of this proposition, is Mr. Frank Kelly. He has given his entire lifetime to this occupation. He was born at Cincinnati, O., and when only eighteen years of age entered the business as a commissioner for Mr. William E. Applegate, the noted Western turfman, who in this generation has been the largest owner of the Western Turf Association books,



FRANK KELLY

and whose operations have extended upon all the Western tracks, including Oakley, Louisville, Latonia, Memphis and elsewhere. Mr. Applegate has instructed some of the most noted plungers known to the modern turf, and his operations, while not of a sensational character, have always been of considerable importance.

Mr. Kelly places on an average several thousand dollars on a race and often this amount rises into the five figures. He has been connected with Mr. Applegate for many years and has a record of having done his work in the most satisfactory manner. He is extensively and favorably known throughout the entire country.

THE AMERICAN TURF

Patrons of the turf whose love of the thoroughbred horse and the sport he affords causes them to prefer it to the more prosaic pursuits of business, and whose wealth and social position add to the dignity which racing now enjoys, are no longer lacking in the United States. Perhaps Mr. Fred Cowan may be taken as an exemplar of the American man of fortune who devotes himself to the turf as a recreation and whose pecuniary interests in it are only incidental to the enjoyment that he derives from it. At the same time, Mr. Cowan comes of that practical New England stock which has accomplished so much for the American nation in so many different directions, and taking up the turf as a pastime has not prevented him gaining a substantial success, such as does not often fall to the lot of those who woo its favors with a persistence born altogether of the mere idea of gain.

While his family has now held a distinguished place in American business life for three generations, Mr. Cowan's ancestors on the paternal side were English, while from his mother he inherits Scottish blood and determination. His grandfather was one of those who established the manufacturing industries of the United States on a firm foundation, having been the first to introduce some of the most important mechanisms used in making textiles in this country. He attained fame and fortune, and was the founder of the Worcester Mills, at Worcester, Mass. His son, the father of the subject of this sketch, was a gentleman of independent fortune. He was one of the largest landowners in Pennsylvania, and died in 1872, after a long life of retirement, largely passed upon his country estates.

The City of Washington, D. C., was Mr. Cowan's birthplace. There he saw the light, January 3, 1863. He

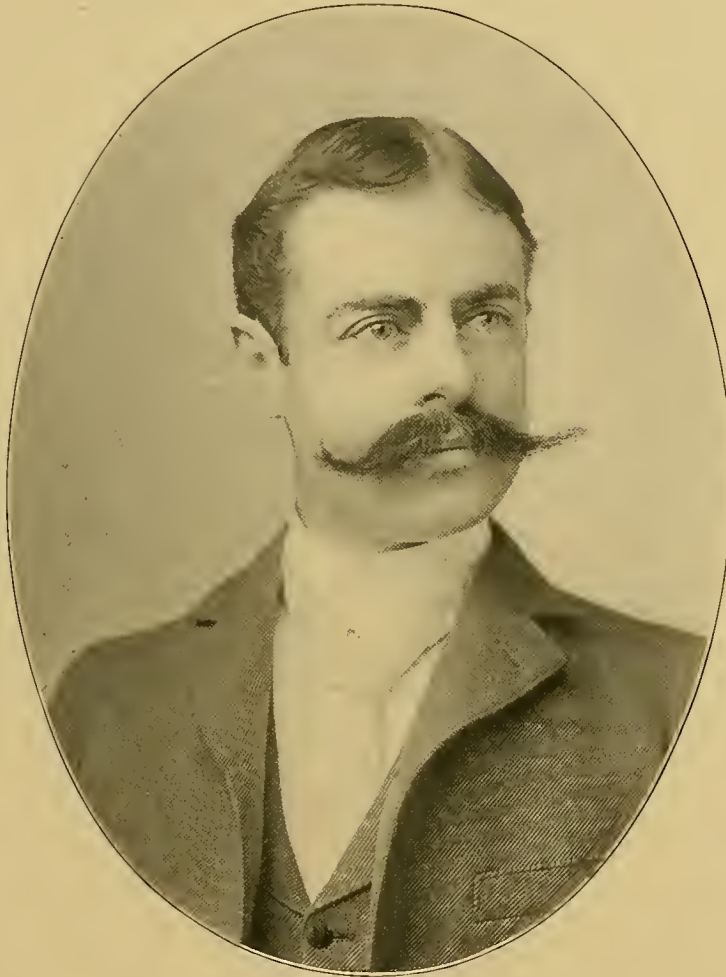
was carefully educated by his mother, to whom he has ever been an attached and devoted son, and prior to attaining his majority had a business experience of about a year in a wholesale mercantile house. A business life, however, was not to his taste, and an inbred predilection for horses and the turf led him to devote his attention to it exclusively. During the last fifteen years he has made this institution his study and occupation, as well as his chief pleasure. Observation, experience and close powers of reasoning have made him one of the best con-

temporary judges of the capability and performance of horses, and as a consequence from the outset of his connection with the turf, he has been exceptionally successful in his ventures in that connection.

In fact, during all the years that he has thus been occupied, he has invariably closed the season with a comfortable amount of winnings to the credit of his racing account. One year only (1897), out of the entire fifteen, has ever shown a loss. This is a record for any turfman to be proud of, and it becomes more of a tribute to Mr. Cowan's knowledge of the sport, when it is considered that he is a daring and emphatic operator when his mind is made up in regard to the horses entered for any event. In the opinion of those competent

to express an opinion and who have noted his career, he is considered a man of genuine ability.

In addition to his attention to his favorite sport, Mr. Cowan has employed much of his leisure in travel, and has visited many parts of the world. While abroad he studied the turf in the old country, but unlike some Americans of his own social and financial position, he prefers the sport as it is conducted in his own land. He takes part in the pleasures of the fashionable social world in the metropolis and other cities.



FRED COWAN

Born in New York, June 14, 1864, Mr. John G. Cavanagh has passed all the years of his maturity in connection with racing. In fact, he began his career long before he had attained to maturity. Left at an early age entirely dependent upon himself, he secured such education as he possesses entirely through his own efforts. He is in the fullest sense of the word a self-made man and the success that he has achieved has been due not alone to his natural ability, but also to his integrity, uprightness and unremitting application to business.

His experience with the race track was coincident with the beginning of the second season at Brighton Beach. His first occupation was in selling programmes and in other work of allied character, and in that he made considerable money. When the Brooklyn Jockey Club opened its track he secured the privileges of that place and subsequently purchased the privileges at Brighton Beach, Clifton, N. J., Parkway, Providence, R. I., Washington and Elizabeth, N. J. These privileges were of an important character and Mr. Cavanagh, by the talent that he showed in the handling of the business connected therewith, made a very distinct and agreeable reputation. At the same time he had the Morris Park programme on commission. After a while some opposition sprang up to him, naturally since he was making his ventures so successful. The opposition developed itself at the Elizabeth track, and as a result he finally gave up the programme privileges and entered upon the business of furnishing supplies to the bookmakers.

His new venture was far from promising, at the outset. His circulars and personal solicitation for business brought him a single customer, Mr. W. R. Jones. For an entire year Mr. Jones was the sole customer that the young man supplied and even this contract was carried out only under the gravest difficulties, for he was not permitted to enter upon the track with his goods, but was obliged to meet his patron at the ferry or outside the

gate. At the end of this first year he made a contract with Mr. James Kelly to look after the minor details of business for the layers of odds at Morris Park and Sheepshead Bay. It was not long before he engaged in the same capacity at Monmouth Park for Mr. L. O. Appleby and he also attended to the receiving or to the securing of such valuable information as the layers of odds rely on in making their books.

When the Ives' law was abolished in New York and the Percy-Gray law went into effect, putting betting on races upon an entirely different footing than it had ever been before, Mr. Cavanagh made a canvass of the prominent bookmakers to furnish

them with supplies and that special information which they might require as a basis for their business. The connections that he thus made gave him a substantial standing at all the tracks which were operated under the rules of The Jockey Club, and he now holds important relations with the bookmaking fraternity. He has charge of the betting ring and executes the duties of that important and trying position quite to the satisfaction of the bookmakers and of all others interested in the right administration of betting affairs under the present law. His activities are not limited by this engagement, however; he publishes for the convenience of the frequenters of the race track a handy reference book of the races that are to be run. This little book

also contains the names of the reliable bookmakers, all of whom are members of the Metropolitan Turf Association. Many other details of a more or less important character, pertaining particularly to the betting ring, are attended to by him with his corps of assistants, his business having grown so that he finds it no longer possible to carry it on unaided.

Personally, Mr. Cavanagh is a man of wonderful tenacity of purpose, but he is of a quiet, unassuming disposition. He has won an enduring and well deserved popularity with bookmakers and in fact with all frequenters of the track.



JOHN G. CAVANAGH

THE AMERICAN TURF

Although comparatively young, having been born at Chelsea, Mass., in 1853, there are few men connected with racing whose history dates back as far as that of Mr. Frank T. Clarke, the efficient and popular superintendent of the Coney Island Jockey Club. His experiences began in the days of the founders of Jerome Park, for he started active life in 1868 as office boy for the American Jockey Club, then at 920 Broadway, New York. In 1871, when the club migrated uptown and established itself opposite the Madison Square Garden, young Clarke went with it. He was placed in full charge of the subscription rooms, which were built there and which became the racing headquarters of the country. The rooms were provided with the most complete racing library in America, including the valuable collection presented to the club by James Watson, which contained the literature of the English turf back to the days of the first Derby, in 1780. On nights before races pools were sold at the rooms, and among the noted horsemen who thronged them were Messrs. William R. Travers, Leonard and "Larry" Jerome, Milton H. Sanford, August Belmont the elder, Rufus Hunt, D. D. Withers, John Morrissey, James Watson, Harry Bassett, Joe Daniel, Fordham Morris, Frank Morris, Denison & Crawford

and many other turf magnates who were conspicuous in that notable period.

Between 1876 and 1883, Mr. Clarke acted as dismounting judge and auctioneer at the Monmouth Park Association, then in the heyday of its success, under the control of Mr. Withers. In 1879, he left the Jockey Club office and subscription rooms—it might be called graduating from the foremost college of racing in America, and became superintendent of the American Jockey

Club, in which position he remained till 1885. He left that place to become starter at the autumn meeting of the Coney Island Jockey Club, at Sheepshead Bay, in that year, and at the close of the meeting accepted the position of superintendent of the same track, which office he has filled continuously from that time. He has been frequently called to give the benefit of his experience in connection with private tracks, among them being the establishments of Mr. August Belmont, at Babylon, L. I.,

and of Col. W. P. Thompson, of Brookdale. In 1895, he also took a trip to California, and had charge of the remodeling of the Bay District track at San Francisco. Several years ago he also accepted another conspicuous position, that of superintendent of the National Horse Show at Madison Square Garden, and each year since has discharged the exacting duties in connection therewith to the satisfaction alike of managers, exhibitors and the public.

An experience as an owner has not been lacking in Mr. Clarke's turf career, though he regards that rather as a matter of amusement. The mare Puzzle and the horse St. John both ran at Jerome Park under his colors of olive and old gold bars, but neither won a race while he was their owner.

As might be supposed, Mr. Clarke has an endless fund of reminiscen-

ces of turf men and matters. On his suggestion, for instance, Jerome Park was the first track to open on Decoration Day, and though a pouring rain came down, the receipts were the largest since the opening of the course.

Mr. Clarke's residence is a pretty cottage on Ocean Avenue, Sheepshead Bay. It is full of souvenirs of his racing career, including a large collection of photographs of men, horses and scenes which are memorable in the history of the turf.



FRANK T. CLARKE

It would be difficult to find a more responsible post in connection with racing than that held by Mr. William A. Gorman, who is superintendent of that wonderful creation of capital and genius, Morris Park, Westchester, N. Y. This famous race course is justly regarded as one of the few model establishments of its kind in the world. In all its details, as well as in the character of its management, it is quite worthy of the distinguished rank that it holds as one of the most important headquarters of the racing interest anywhere in the United States. The prominence of Morris Park and its great popularity, as shown by the thousands that are attracted to it every season, has brought Mr. Gorman conspicuously and favorably to the attention both of the general public and of the racing fraternity. Especially with racing men, there is no more popular individual connected with the turf to-day. The remarkable feature of Mr. Gorman's record is that he has achieved a success of the first magnitude in connection with the Morris Park track entirely without any previous experience in the racing world, and that so many of the admirable and novel features which are found in the details of the track, as well as in its practical administration, are original with him. His achievements in this respect constitute one of the most interesting pages in the history of the contemporary turf.

Mr. Gorman was born in Baltimore, Md., in 1855. At fifteen years of age, he went to sea and followed that profession till his thirtieth year, beginning as cabin boy and ending as captain of a large steamer. His voyages extended to nearly all portions of the known world, and between them he made his home at Wilmington, Del. The late Mr. John A. Morris was a friend of Mr. Gorman's father. Hearing that the son was anxious to give up seafaring, and knowing his reputation as a man of original ideas and great executive capacity, Mr. Morris sent for him and offered him the superintendency of Morris Park, which was then half finished and in such bad condition that training was almost impossible, and

horsemen were about to abandon the place. The task was a novel one to Mr. Gorman, but he assumed it without hesitation, backed by Mr. Morris' pledge of unlimited control. He at once studied other tracks, and created new features as well as novel appliances for the work, and in due time Morris Park was inaugurated under most auspicious conditions. It will be remembered that on the opening day, 50,000 people attended the course, the largest gathering at a race track in recent years, and Mr. Gorman had the honor of receiving the unstinted compliments of the owners, of the architect, and of the magnates of the American turf for his work. It may also be mentioned that on that day, for

the first time in his life, he witnessed a horse race.

Since then, Mr. Gorman has held the post of superintendent at Morris Park uninterruptedly, and has made many further improvements in its various features. Among them, have been the straightening of the Eclipse course; the building of the Withers mile; the steeplechase course, which is one of the finest in the world, and the coaching plaza for the Turf and Field Club, that covers two acres. The track is a difficult one to keep in racing condition, requiring not only constant, judicious outlay, but the unremitting supervision of an efficient working head and strict disciplinarian such as Mr. Gorman has proved himself to be.

Few, even of those connected with racing, are aware of how complex the duties falling to the superintendent of a great race course are. He is, in the first place, responsible to the proprietors for the popularity of the place with the public and with horsemen. Owners and trainers look to him to have the track in perfect condition, not only on the day of a race, but at all other times for exercising purposes. The public insists that the grand stand and grounds shall be without defect. In fact, the entire responsibility rests on the superintendent. It is not the least among the tributes to Mr. Gorman's ability that under him Morris Park has become a noted social resort.



WILLIAM A. GORMAN

When, in 1898, The Jockey Club appointed Mr. C. J. Fitzgerald starter for the courses under its control, it took action that was generally approved by all who are interested in racing in the Metropolis. Mr. Fitzgerald has had an extensive experience and came to his new position qualified in a superior degree to discharge its exacting duties. Both by training and by temperament, he is particularly well qualified for the position that he now holds. Although a native of Canada, his entire life has been spent in the United States, and he is a thorough-going American citizen. He came to this country when a mere lad, and here he was educated and entered upon his active professional career. Becoming a journalist, he was a member of the staff of The New York Sun, being for eleven years the turf and sporting editor of that paper. Other newspaper work also engaged his attention, and, for two years and a half, he was the New York Correspondent for The Philadelphia Press.

Mr. Fitzgerald's first practical experience in connection with race meetings began in the early nineties. His thorough knowledge of the technique of racing was recognized by all who knew him, and was especially appreciated by the well-known starter, James F. Caldwell, then acting under the auspices of the Board of Control. Mr. Caldwell had such confidence in Mr. Fitzgerald that he recommended him as a starter to the association that controlled racing at Toronto. His first attempt at handling the flag was made at that place and was eminently satisfactory. After that time the demand for his services steadily increased and he was engaged as starter at several important tracks. This position he held at the St. Asaph Course, near Washington, and at Baltimore, and was also engaged to start the Morris Park steeplechases, and to officiate for two

seasons at Milwaukee and for three seasons at New Orleans. His selection as starter of the meetings on the metropolitan courses was a very distinct promotion, but one which he had decidedly earned by his fidelity and uprightness and his unswerving devotion to the turf.

Having made a particularly careful study of horses and of racing methods since his advent upon the turf as an official, Mr. Fitzgerald has positive and uncompromising ideas in regard to his duties and touching the best interests of all over whom he is called upon to exercise authority. His first service at the Aqueduct Course in the spring of 1898, tested him severely, and the general satisfaction that his work gave was the best evidence to show his eminent fitness. His subsequent career at Morris Park, Gravesend and the other metropolitan courses, served only to reinforce the good opinion originally formed of him and to establish him firmer than ever in public favor. A man of advanced ideas, Mr. Fitzgerald is always wide awake in seeking new methods by which the efficiency of racing and its general attractiveness shall be enhanced. He believes that the old method of starting horses must in time be entirely superseded by the starting machine. Recognizing that, with the youngsters who have never



C. J. FITZGERALD

had previous experience with the machine, the arrangement may have certain disadvantages, he holds that upon the whole, it is a wonderful saving of time.

He confidently hopes that the Jockey Club will ultimately make a rule requiring owners to school their horses for the gate, and he believes that when the youngsters are thus trained, the improvement in racing by securing better starts will be of the most important character.

It seems only yesterday that Mr. William J. Fitzpatrick was still active in turf affairs. Born at Mt. Holly, N. J., December 10, 1861, he began his experiences in April, 1875, in the stable of Mr. Pierre Lorillard, and never ceased to be identified with racing affairs until the time of his death in February, 1898. For six consecutive seasons he rode for the Rancocas Stable, his first winning mount being on Huckleberry at Saratoga in 1877. He never entirely relinquished his connection with the stable to which he was first attached. He often had mounts for Mr. Lorillard at various times down to 1891.

From the beginning of his career he made a strong impression on all who witnessed his work, as being one of the very best riders that have ever appeared in the saddle upon the American track. He had perfect command of his mounts, with full confidence in himself, and a judgment so remarkably correct that it was often exercised with a startling dash and abandon that earned for him the famous title of "Daredevil Fitz." Being recognized in the highest racing circles as one who inspired confidence by the clear cut character of his work and the correct attitude he ever maintained towards owners and public, he had, so long as he remained in the saddle, the pick of mounts in numberless famous races. For many years he was one of the highest salaried jockeys on the American turf, and rode for such prominent owners as Messrs. Pierre Lorillard, Marcus Daly, Commodore N. F. Kittson, A. F. Walcott, Edward Corrigan, S. S. Brown, Daniel Swigert, James Murphy and many others. For Commodore Kittson he rode for three years, and for Mr. William C. Daly a similar period, in the latter case riding in both flat and hurdle races. Mr. D. D. Withers had him under retainer for two seasons, and for Mr. Walcott's racing establishment he was the premier jockey for one year.

Fitzpatrick was the conspicuous figure in some of the most sensational racing events of the contemporaneous American turf. His victory on Troubadour in the Suburban of 1886 will be handed down in turf history for generations. It was in this race that one of the most

notable "killings" was made in American racing annals, Mr. S. S. Brown, and those who put their faith upon his stable, being winners to the amount of many thousands of dollars. In 1882, he rode Marion C. in a special \$10,000 race against Kingston, winning after an exciting struggle. In the same year he also trained Carlsbad, Michael and several other good horses for a prominent Kentuckian. He came near to being a winner of the Futurity in 1892 on Morello, but at the last moment the mount was given to Hayward, while Fitz had the "leg-up" on Hyderabad, who was crossed during the race and fell. In 1895, he became the owner of Joe Ripley, whom he ran at Saratoga successfully in seven

races, and afterwards at Providence, R. I., where he secured five events, after which he sold the horse to a California owner for \$6,000.

As a rider, few, if any of his contemporaries, surpassed Fitzpatrick in courage, and he would often take a chance to pass through a field of horses when the task seemed almost an impossible one. His wonderful nerve never failed him, and carried him through many desperate situations where a weaker man would have lamentably failed. He rode with equal facility and success on the flat and over the hurdles, his peculiar finish and style being particularly noticeable in the latter kind of racing. Throughout his career as a jockey he had a good record of integrity and single-minded devotion to his em-

ployers, and thousands of the older generation of racing people and the habitués of the turf whose remembrances go back some years will long have a warm corner in their hearts for "Daredevil Fitz."

After he had become too heavy to ride, and following his brief experience as an owner, he turned his attention to starting, and filled that exacting position on many tracks, including Saratoga, Buffalo, Washington, Providence, Montreal, Toronto, Hamilton, and elsewhere. His success with the flag was of a noted character, and he gave the fullest satisfaction to racing officials, owners and the public. His death undoubtedly cut short a brilliant career in official connection with racing.



WILLIAM J. FITZPATRICK

An enthusiastic love for his chosen pursuit is the true secret of success in a physician. This is true, not only in that branch of medical practice which refers to human beings, but also to that which has the domestic animals as its special care. Perhaps even more than the practitioner of the former class, the veterinarian must be imbued with purely scientific enthusiasm. In the case of the individual who ministers to the ailments of his fellow-beings, there is a human interest as a source of inspiration and of resultant reward. This is lacking in the case of the veterinarian. For him there can be only an admiration and sympathetic feeling for the representatives of the brute creation with whom his professional practice brings him into acquaintance.

The physician to the human family has no deeper interest in his patients, nor is he more devoted to the scientific consideration of their ailments, than is the enthusiastic veterinarian. It is this spirit that has carried most practitioners in this branch of medical science to success, and in the profession William Sheppard, M. R. C. V. S., is a conspicuous example of what devotion to his practice and a constant endeavor to elevate it in every way has accomplished. Basing his practice upon the most advanced scientific principles, Dr. Sheppard has won the confidence of the horse-owning public and has earned a high position in the American racing world, while it would be easy to cite numberless instances in which his skill has restored what were regarded as "hopeless cases" to their place in the racing stable and upon the track.

Dr. Sheppard was born March 16, 1849, in Southchard, Somersetshire, England. Having completed his preliminary education he was, after the English custom, at the age of fifteen, articled to C. W. Blake, a noted veterinarian at Crew-Kerne, Somersetshire. During his early experiences he devoted special attention to the hoof and the shoeing of the horse, which bore excellent fruit in subsequent studies and practice. After three years of such training and study he was prepared for a course at the Royal College of Veterinary Surgeons in London.

Entering this famous institution, Dr. Sheppard received the diploma which enrolled him as one of its members on April 21, 1870. On the following day he received from its President, Professor William Pritchard, a fellowship of the London Veterinary Medical Association, an honor conferred in recognition of an essay upon "Lameness in the Horse" which he had read and defended before the members of the Association.

Exeter, Devonshire, was chosen as the place in which he began the practice of his profession. He was successful from the start and attained an excellent practice during his two years' residence there. The field was, however, too limited, and after four years' further practice in the adjoining town of Tiverton, he resolved, in 1878, to visit America.

While visiting friends in Ottawa, Ill., Dr. Sheppard was asked to prescribe for some severe cases in one of the large stables there, and treated them with marked success. He was accordingly urged to make Ottawa his residence, and there, in November, 1878, he commenced to regularly practice in America. Among the noted and valuable horses which he successfully treated while in Ottawa may be mentioned Charley Ford, Argonaut, Colonel Dawes, Buchanan, Foxie V, Little Fred, Lucy, Freeland, Monarch Rule, Red Cloud and Young Wilkes, including, it will be seen, some of the cracks of the trotting turf.



DR. WILLIAM SHEPPARD

Called in consultation upon high-priced stock in the East, as he frequently was, Dr. Sheppard finally determined to remove there, and in 1888 established himself at Sheepshead Bay, Long Island, where he has gained both success and fame. He has organized a large infirmary for horses on Neck Road, near the Sheepshead Bay track, which is in every respect a model establishment, and which has numbered among its four-footed patients some of the most celebrated modern horses. Unassuming in his character, but untiring in his chosen work, Dr. Sheppard makes no parade of his wide scientific attainment, but wisely allows that and his skill, both practical and theoretical, to speak for themselves in the remarkable results he so constantly accomplishes.

In choosing the profession in which he has become so eminently distinguished, Dr. Oliver C. Farley, V. S., was particularly influenced by the fact that from his earliest days he was associated with horsemen and familiar with horses. Born in Chelsea, Mass., November 25, 1852, Dr. Farley received his preparatory education at the celebrated Phillips Academy at Andover, Mass. At that institution of learning, Emmons and Walker Blaine, sons of the late James G. Blaine, were among his school mates and intimate friends. After completing his course of instruction there, he entered the Montreal Veterinary College, then, in 1873, under the celebrated Professor McEachran. He remained there until 1875, when he was graduated, having been noted as a most diligent student, giving up even his vacations to his studies. Professor McEachran was at that time the most prominent veterinarian in the East, his practice extending over a large portion of the country.

After his graduation, Dr. Farley returned to Boston, but soon after removed to the West and began to practice in Cleveland, O., where he remained two years. Among his patients at this time, was the great trotter Smugler, whom he attended throughout the Grand Circuit, when he defeated Goldsmith Maid. Dr.

Farley's next professional engagement was not only interesting, but was fraught with importance to the country at large. The loss of cattle and live stock shipped to Europe had at that time risen to large proportions, and threatened to make the business unprofitable. As a last resort, the Warren Steamship Company engaged Dr. Farley, as veterinary surgeon, to make regular voyages on their large steamship the Brazilian, which carried about 400 head of cattle, 300 horses, and from 1,200 to

1,500 sheep and hogs, for the purpose of investigating and preventing the mortality among the animals. This he did with great success, proving that Texas fever was due to acute indigestion, the result of treatment in accordance with his diagnosis being that the death rate was reduced to a minimum, so that a vast amount of money has since been saved to shippers of cattle.

In 1881, a few days after his last voyage on the Brazilian, Dr. Farley engaged with Mr. Charles Reed to act as veterinary at the latter's famous Saratoga breeding establishment, and since that time he has practiced ex-

clusively among thoroughbred horses. His next move from the Reed stable was to one of the foremost racing and breeding establishments in the United States, that of Mr. Pierre Lorillard, at Rancocas. For four years, Dr. Farley had the responsible place of veterinary there, during which time the Rancocas stable headed the winning list each year. After the famous sale of Mr. Lorillard's horses, when Cyclops, Pontiac, Volunteer, and the other cracks were dispersed, Dr. Farley transferred his services to the stable of Mr. Frank A. Ehret, which for that year showed the largest winnings of any establishment on the turf. Dr. Farley had, however, now become so widely



DR. OLIVER C. FARLEY

known, and his services were in such general request, that he was compelled to give up confining his attention to any one stable. His acquaintance among the most prominent horsemen of the country has always been of the widest. His practice now extends all over the East, and he is called to many of the prominent stables when the horses go amiss, while merely the names of the celebrated runners that have owed their success to his care would make a lengthy roll.

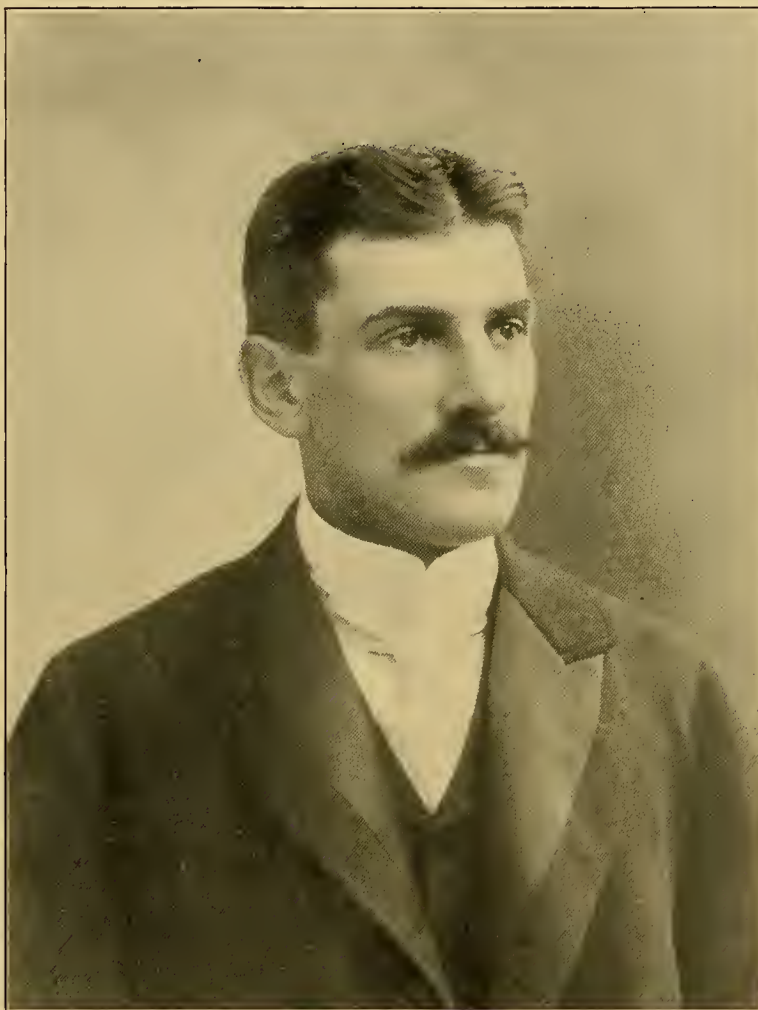
Modern progress in veterinary science has been stimulated by the importance of thoroughbred interests in the United States and the demands made upon its resources in that direction. Accordingly, it is among the members of the profession who have devoted their attention to the thoroughbred and whose practice is in the principle racing stables of the country that the leaders in this branch of medical and surgical science must be sought. They have brought veterinary practice to its present state of proficiency and have made it of incalculable importance to the horse owning and horse loving world.

One of the first names that comes to the minds of horsemen of the country in this connection, is that of M. R. Wiener, D. V. S. Not only has Dr. Wiener been among the most original and ablest innovators in his calling, but the success that has accompanied his methods and the skill that he has exhibited have given him a repute throughout racing circles. As a specialist in certain lines of practice and a consulting expert in serious cases he occupies a position that is at once unique and valuable. Many are the instances where demands for his services have been of imperative necessity and he has always proved himself equal to the

most exacting emergency. Born at Buffalo, N. Y., Dr. Wiener received his collegiate education at Cornell University and the University of Wisconsin. He began his professional training at the National Veterinary College and continued it at the United States College of Veterinary Surgeons, Washington, D. C., from which institution he was one of the first graduates with the degree of Doctor of Veterinary Science. He also filled for a year the position of Demonstrator of Anatomy and Assistant House

Surgeon in the United States College of Veterinary Surgeons. Entering upon his profession Dr. Wiener has now been in active service for several years and has a firmly established position in the world of American horsemen. He is a successful practitioner in all branches, but in one specialty he is unexcelled. That is dentistry as applied to horses.

In that connection he has revolutionized the ideas of breeders and horse owners, and made innovations in the hitherto accepted methods of his own department of science. He has demonstrated that in a large number of cases, where disease of the teeth is the starting point of a horse's ailment, the trouble can be remedied by skillful operations for which he has even devised the instruments with which they are performed. He has shown that such treatment and the operations upon horses incident to it, can be performed more quickly and with less pain than the same class of work upon the human being. It would be impossible to even indicate briefly the many different operations he has performed or to specify the individual cases in which their use has been attended by most gratifying and successful results.



DR. M. R. WIENER

It is sufficient, as a proof of the esteem in which he is held, not only by owners, but by the members of his own profession as well, to say that where any expert dental work is required, he is invariably called in and that his services are thus in constant request. Among his many clients are the pick of American racing owners, such as Messrs. A. H. & D. H. Morris, H. K. Knapp, James R. Keene, W. C. Whitney, F. R. & T. Hitchcock, C. Fleischmann's Sons and numerous others.

There is no better school in which to acquire complete knowledge of the horse than in close and practical acquaintance with the animals themselves. This is as true of veterinary practice as it is of any other branch of the intricate business connected with the breeding and racing of thoroughbreds. No unfair comparison should be instituted between the learned practitioners of the veterinary profession and those who have brought to it simply the knowledge and the skill derived from practical experience, rather than from book knowledge or collegiate instruction.

Many examples of the success of this latter class of practitioners in the general medical world will readily recur to the thoughtful reader. Even a larger number could perhaps be quoted in treating of veterinary science, since, as it would appear, more than in most other professions, the requisite knowledge and skill can in a great measure be derived from actual practice.

Prominent among these natural veterinarians is Dr. John M. Bishop. He was born September 4, 1850, in Red Rock, N. Y., and has been associated with horses throughout his entire life. As a boy he worked on a farm, and also was connected with the stable of Mr. Seymore Williams, of Pine Grove, N. Y. In this stable he was engaged as an exercise boy, with trotting horses, for about two years. During the ensuing five years he was attached to the stable of Mr. E. Bradbury, training the horses in that gentleman's stable and driving them in races. He was a good horseman and drew the reins over such fleet ones as Berkshire Boy, Frank Miller, Tom Suffick, Frank Smith and Katskill Girl. In 1871, he came to New York, and the following year located in Brooklyn. In 1878, he went to Europe with several trotters that he sold in

London and then returned home. During all this time he had practiced privately, and in Brooklyn built up a very large and valuable clipping business. During one winter alone he clipped some seven hundred horses. Having a good knowledge of horse nature, he applied himself particularly to the study of dentistry, and in 1880 started in practice in that line. He sold out the clipping business, and has since devoted himself largely to his dental practice with some other business issues in addition. As a dentist he has attended nearly every horse

of prominence in this generation. Much of his practice has been of an original character, and in the course of his work he has patented sixteen instruments that he has retained for his own personal use. He has an intimate acquaintance with all the horsemen, of the East especially, while owners as far away as California entrust their horses to him, often reserving their work until they are able to come East with their stables.

At one time Dr. Bishop had all the work of the Broadway Street Railway Company, until 1888, when the cable was substituted for horse power. He has also had the work of several of the largest livery stables in New York and vicinity, and many of the old veterans

continue to send their horses to him for treatment now, as for many years past. As the proprietor of Bishop's Hotel, on the Brooklyn Boulevard, he is known to every sport-loving individual who frequents that neighborhood. For thirty-five years he has been in public life, and for nearly twenty years has been in the active work of his profession. His success has been of a notable character, and has resulted wholly from his natural aptitude for horses and his skill in divining the best way of treating them.



DR. JOHN M. BISHOP

During the present quarter of a century veterinary science has made a progress not surpassed in extent and importance by any of its compeers. The value of the investigation undertaken in its interest has been fully recognized as years have gone by, and its position as one of the learned professions has become firmly established. The application of medicine and surgery to the dumb creation, and more particularly to the equine family, has presented scientific problems of the highest value, not alone to the owners of animals, but also to the investigators who have devoted themselves to this pursuit. The science has demanded of its practitioners a sound knowledge and an undoubted skill in no way inferior to that in the medical profession at large.

Nor can we look upon this subject wholly from the standpoint of the scientist, no heed how vitally important to the general community, as well as to the equine creation that may be. There is an economic side that presses imperatively upon consideration. Readers of this volume have undoubtedly been already impressed with a sense of the enormous sums of money that are now invested in high class horseflesh. The preservation of these animals becomes a matter of supreme importance from the financial, as well as from the purely humanitarian, point of view. It is at this point that veterinary science steps in and has proved itself to be of incalculable value in saving the lives or in restoring the usefulness of these thoroughbreds, and therefore preserving more intact the capital that is invested in them. This is an item of great importance to the owners of our large breeding establishments and stables, and purely from the business point of view is even an economic benefit to the community at large. Formerly, there was much waste, and to the veterinary profession must be credited great improvement in recent times.

It is true that this development of veterinary learning and skill has not been confined to this country. It has been a marked feature of modern scientific advancement in the Old World, especially in England. Nevertheless, the United States has taken a foremost place in this onward march, and has produced professors and practitioners whose originality, sound reasoning and spirit of investigation have rivaled their brethren across the Atlantic, and whose work in every particular has carried them to the front rank of their calling. The ideas of these American veterinary adepts have become fully established and have even had an impression upon this school of medical practice abroad.

As has already been indicated, the institution of breeding and racing the thoroughbred horse in the United States has mainly fostered the progress that has been made in connection with veterinary medicine and surgery. The demands made by the needs of horses of inferior class and of other domesticated animals have

been much more contracted and in every way of lesser importance than those that have resulted from the thoroughbred interests. The multiplication of high class animals has, as we have frequently seen, created a special and strong demand for the services of experts in handling them. This demand has extended to the veterinary profession, so that there is a constant and urgent call for the highest skill among those who care for and overcome the ailments of the noble coursers.

Few members of this important profession have better standing or have rendered more valuable service to the thoroughbreds whose healthful condition has been made the supreme study of his life, than R. E. Waters, D. V. S. Born in New Utrecht, L. I., July 11, 1863, Dr. Waters has never known the time when he was not interested in horses. He really came by his inclination toward veterinary practice as a matter of family inheritance. His grandfather and two uncles were prominent veterinarians, being among the early practitioners in Brooklyn. Dr. Waters, after a thorough preparatory education, entered the Veterinary College of Columbia University in 1880, and was graduated therefrom in 1884. The same year he began the active practice of his profession, locating at Far Rockaway, where he remained for five years. His success was of the most gratifying character to him, and demonstrated that he was well grounded in the principles of that branch of medical practice to which he was devoting himself.

Subsequently, for a short period, Dr. Waters was in partnership with Dr. Ash, who at that time was in the employ of Mr. J. H. Shults, the well-known business man, who had a large interest in horses. When Dr. Ash gave up his practice in the vicinity of New York to locate elsewhere, Dr. Waters continued his professional work alone, and about 1890, began to find his services in great demand among prominent turfmen. His specialty is gelding operations performed while the horse is standing, and in this particular line he has the reputation of being one of the most successful in the country. He has been employed constantly for years by many of the leading turfmen of the period. His patrons have included Messrs. August Belmont, James R. Keene, David Gideon, J. W. Rogers, F. R. Hitchcock, the Dwyer Brothers, L. S. & W. P. Thompson and others. With only an occasional exception, all the horsemen whose names are best known to the turf world and whose thoroughbred interests are of the most conspicuous importance, have intrusted their horses to his care. It is generally agreed among them that in his particular branch of practice there is none superior in the United States. Learned in all the details of his profession, and especially skilful in those matters that depend upon clear-headedness, as well as sound knowledge, he has a deservedly high reputation that is fully warranted by his success.

THE AMERICAN TURF

Everybody in the racing world knows and likes "Jack" Adler, by which abbreviation of his full name



JOHN J. ADLER

Mr. John J. Adler is called all over the country. He ranks among the veterans of the turf, and has been connected with racing for many years as official announcer. Mr. Adler was born in New York City in 1863. His first position on a race track was when he filled the place of assistant starter under Mr. J. C. Carr. One of the necessary and important duties at the tracks is the announcement in the betting ring of the official results displayed by the judges. Exhibiting unusual natural capabilities for the office, Mr. Adler received the appointment of official announcer in 1887, and has acted in that capacity ever since. He has a voice of exceptional power and quality, loud and far-reaching, while at the same time his enunciation is so clear and distinct that not a syllable is lost to hearers anywhere within its range. Its owner has won for himself the fame of being the "champion announcer" of the world.

Having officiated during the past ten years at all the principal tracks, Mr. Adler is personally acquainted with practically the entire racing world, officials, owners, trainers, jockeys, bookmakers and patrons of the sport, and has won a host of friends among them. He is strictly temperate, pays the closest attention to his business, and is, withal, one of the most courteous and kindly officials connected with the sport. When his regular duties permit, he is often called upon to act as announcer at athletic and other events.

The experience of Mr. Albert Adler with the turf dates back for a score of years. It began in the days of the old American Jockey Club, and for nearly all of the period in question his connection with racing matters has been of an official nature. He is a native of New York City, where he was born November 21, 1859. He received his education in the public schools, and before he was of age was identified with the official staff of the leading Eastern race tracks. His first position was that of announcer in the betting ring. After some years he became connected with the establishment of Mr. William Astor, who had a racing stable and took considerable interest in the sport. This engagement lasted for two years.

In 1879, Mr. Adler again returned to the turf in an official capacity. The post to which he was appointed and has continued to fill is a very important one, requiring great care and attention, and is, moreover, one that the authorities of the racing world could intrust only to a gentleman of proved fidelity. His duties are to see that the jockeys carry their correct weights, and that all other details in this connection are strictly observed, the information being afterward displayed upon the boards for the benefit of the public. Mr. Adler fills his exacting rôle in a highly successful manner. The best proof of this is that he is engaged in the same work year after



ALBERT ADLER

year at all the important tracks, and is thoroughly liked by horsemen of all conditions and classes.

THE AMERICAN TURF

From the time that he was eleven years of age, Mr. Thomas S. Ford has been continually identified with rac-



THOMAS S. FORD

ing affairs. He is a native of New Jersey, having been born in Newark in 1862. His boyhood days were spent at home, and he attended the public schools, where he received a good education. At the customary youthful age of young aspirants for turf honors, he engaged to work as exercise boy in the celebrated Rancocas Stable of Mr. Pierre Lorillard at Jobstown. His experience in this establishment was not only of an agreeable character, but it secured for him a training that was simply invaluable in the pursuits to which he has since devoted himself. In the Rancocas Stable at that time were the famous Parole, Iroquois and other champions, and his acquaintance with them was in itself an education in regard to the blood horse family.

For four years the lad exercised and rode the horses of the Rancocas Stable, and was also engaged to some extent by outside owners. At the expiration of his contract with Mr. Lorillard he engaged to ride for Mr. E. H. McGee, riding such horses as Pilson, Mamie S. and others. Remaining with Mr. McGee for five years, he next engaged as trainer for Mr. C. L. Carter, and during his two years' connection with that establishment he trained such horses as Warsaw, Pigeon and others of their class. Offered a position under the administration of The Jockey Club, he accepted, and has since retained that connection. At the present time he is assistant patrol judge and superintendent of numbers and jockeys.

All of Mr. F. A. Heckler's immediate family are musicians by profession, though one of his uncles, Mr. Augustus Heckler, is better known to the public by reason of a lifelong connection with the stage, having been for many years with Edwin Booth in his dramatic tours as manager, and has also been identified with The Dramatic News. Mr. Heckler was born in New York City, February 4, 1869, and received a thorough musical education, intending to make music his avocation. He was related to gentlemen more or less prominent upon the turf, particularly Mr. Thomas Croft, the ex-Secretary of the Monmouth Park Association, and also by marriage to Mr. D. D. Withers. It was accordingly at Monmouth, in the season of 1885, that he had his first experience.

Prior to 1888, the summoning of horses to the post had been attended with difficulty and it was suggested that a call upon the bugle should be substituted. Officiating at the first experiment, Mr. Heckler has since con-



F. A. HECKLER

tinued to act in the same capacity at all the race courses in the East.

Mr. Frank M. Bray has had nearly twenty years of active connection with racing affairs. Beginning at the lowest



FRANK M. BRAY

round of the ladder, he has climbed steadily upward until he has come to hold responsible and important positions. He was born at Cheltenham, Montgomery County, Pa., March 10, 1866. His first acquaintance with thoroughbred horses began in 1879, when he was engaged by Mr. John Henry as exercise boy. In the Henry Stable were such runners as Blush Rose, Odd Fellow and others of their class, and with them the lad had an altogether agreeable acquaintance. Leaving the stable of Mr. Henry, in 1883, he went to Texas, and there was engaged to train for Mr. H. B. Sanborn. Soon after, he brought several horses East, and ran them with fair success. Afterward he had in training Juggler, a speedy, but unreliable animal; Tenafly, Englewood and a few other horses of lesser importance, who were members of the string of Colonel Comegys.

Soon after, he trained the Schuylkill Stable, in which were Burlington, La Tosca, Drizzle, Come to Taw, Saunterer, Granite and Forest King, all of whom were stake winners. He also trained Lord Harry, another stake winner, and brought him into condition so that he won many races. He had that horse until the animal broke down and was retired. When the Arlington track was opened, Mr. Bray was appointed starter, and subsequently was asked to preside as judge at both the Singerly and Iron Hill Tracks, in Maryland, where his services were of a very efficient character.

Before he became connected with the turf, Mr. John D. Levien had a substantial business experience, which, as has been frequently remarked in these pages, constitutes a very desirable basis for the career of a man who hopes to achieve success on the speculative side of racing. His father, who is still living, is Mr. Douglas A. Levien, a well-known lawyer, and at one time Corporation Counsel of the City of Brooklyn. His mother came from a prominent Southern family, her father being a wealthy planter before the war and a brave soldier in the Confederate Army. Mr. Levien was born in Brooklyn and educated in the public schools of New York City. He was graduated from Grammar School No. 59, and also studied in the College of the City of New York.

He was not altogether without racing alliances even in his business days, his uncle, Mr. Ridge C. Levien, being one of the old-timers identified with the track. Naturally, therefore, the younger Mr. Levien was attracted toward the sport, and when his uncle made him an offer that was exceptionally liberal in the way of salary, he felt that his future was well open before him. Dropping commercial pursuits, he entered at once upon the vocation with which he has now been identified since early in the eighties. With his uncle, he opened up at Jerome Park on that historic day when Tyrant won the Withers Stakes. Since then he has filled with satisfaction and with advantage to himself every position known in the bookmaker's business. He is a bright, pushing man, very popular among his friends and business associates, and handles the money of the public interested in racing affairs in large amounts, giving satisfaction to all with whom he has dealings.

Born in New York City, October 22, 1848, and educated in the public schools, Mr. James Clare was first employed at the age of eighteen in the service of the American Jockey Club at Jerome Park. For fourteen years he remained with that famous race course, filling faithfully and capably many subordinate positions in connection with the track. In 1880, he made a change, however, and accepted the office of superintendent and starter for the Brighton Beach Racing Association. There he has since remained, being still the superintendent, although after 1882, he ceased to act as starter, his whole time and attention being required by the care of the track, stables, stands and other accessories of that popular establishment. All the many details of construction and management that have characterized the Brighton Beach track, have been largely the result of his skill and indefatigable labor. In addition to his regular engagement at Brighton, he has also been frequently consulted or employed in the laying out or the construction of other race tracks, notably that at Clifton, N. J. He has also acted as superintendent at Buffalo, Ivy City and Bennings. Mr. Clare is a man of untiring activity of mind and body.

For something approaching two decades, Mr. Edward E. Williams has been connected in various capacities with racing affairs. Few men of the day have had a wider or more varied experience and enjoy a greater familiarity with thoroughbreds or a larger personal acquaintance, alike with those who direct racing affairs and those who are merely spectators of the great equine contests. He is a native of New York City, where he was born May 5, 1862. He received a good education, and although he entered upon a racing career comparatively early, he was ahead of most of the boys of his time in years and in substantial equipment for his profession. His first turf experience was when he became connected with the stable of Mr. Pierre Lorillard as a rider. Remaining with the Lorillard establishment for a considerable length of time, Williams finally gave up his position there and returned to New York.

In the winter of 1884, he went to New Orleans, and remained several months. Returning East for the summer, in the following winter he went to New Orleans again, where he worked for some considerable time. From New Orleans he went to Birmingham, Ala., and there became well known for the skill which he displayed in riding half-mile heats. His next employer was Mr. Sigmund Cohen, who owned Bootblack, Rio Grande and others. For the Cohen Stable he was engaged some time. Mr. Bud Pulford was another of his employers, and while with him Williams won some \$18,000. Mr. Pulford had a very good stable, and one of his string, Drumstick, was very speedy. Williams was engaged with the Pulford Stable for a considerable length of time, and that, too, very successfully. He rode many races at Latonia and elsewhere on the Western and Southern circuit. After a time he went to Chicago and participated in some of the leading racing events upon the race courses of the Garden City.

During his career up to this time he had been very fortunate. He had made considerable money, and, being thoughtful and thrifty, invested it in houses and other property, in addition to buying the pleasant home in Brooklyn that he has since occupied. He also purchased real estate in Orange, N. J., and elsewhere. When the time came that he was obliged to leave the saddle on account of increasing weight, he engaged in training, his first connection being with the stable of Mr. Edward Gwynne. His experience as a trainer lasted only a short time, for he found that he could make more money by operating on the speculative side of racing than by riding or training. In recent years he has been prominent in his present occupation on all the tracks in the country. He has been a courageous bettor, but never reckless, while his judgment as to the form of horses has brought him many good results. He must be regarded one of the prosperous turfmen of the day.

Although now leading a quiet life, Mr. Samuel G. Storm has been for many years a notable figure in the racing world, and is a representative of the best element among the professional betting men whose support is so necessary to the running turf, not only in a direct pecuniary sense, but also on account of the popularity they give to the sport with a very large section of the general public.

Mr. Storm was born at Gravesend, N. Y., August 27, 1857, and has continued to make that place his permanent residence. For a number of years he was engaged successfully in business, but in 1881, began his racing experiences as a poolseller. For many years he was one of the best known men in that business, and established a reputation for correct methods and upright dealing that won for him the respect of all who follow the turf. He was exceedingly successful, and was noted for the conservatism which he observed throughout his turf career. As he describes it, his record contains no instances of phenomenal winnings or losses. It was rather one of small and continuous profits. At the same time, his attention to business was of the strictest kind, and in the course of the long period during which he figured as one of the foremost pool sellers in the country there was scarcely an important race meeting at which he failed to be present or a notable race which he did not witness.

The legislative prohibition of pool selling in this and other States finally caused Mr. Storm to retire from the business. His own personal views on the subject of betting in relation to the turf are valuable, both as those of an expert and in addition as coming from one whose success was attained by honorable methods and a regard for the best interests of racing. He, in company with others of similar professional standing, holds that the old method of bookmaking openly conducted and of mutual pools is the only feasible one by which the turf itself can profit, and the inclination of the general public to back its opinions be satisfied.

At one time his racing interests took a wider form, and the success of the small stable which he organized was a tribute alike to his knowledge of horseflesh and of the business capacity which has been his distinguishing characteristic. Among the horses which he owned and raced was the well-known performer Pat Daly.

Among Mr. Storm's many friends his continued retirement from the turf is attributed in a measure to domestic reasons of an exceedingly agreeable character. Not long ago he married a lady, Miss Jones, of Gravesend, possessed of a considerable fortune in her own right. Since then home life has apparently possessed the largest attractions for him, while the enjoyment of his driving horses and other pleasures of a retired existence seem to agreeably fill out his leisure time.

Among the factors that have contributed most powerfully toward the public knowledge of running races in the United States the Official Turf Guide, published by Messrs. Frederick S. and John Goodwin, composing the firm of Goodwin Brothers, holds a leading place. Within the entire realm of sports there is no publication at once so necessary and so complete as that which the American turf enjoys in the form of this Guide. The beginnings of the publication were humble. The first number, issued in 1881, was a small pamphlet of sixteen pages, containing the records of all races run in the preceding week. This weekly publication was continued during the year, and in 1882, weekly and monthly editions were issued, while in January, 1883, the firm brought out the first of its annual publications.

Principally through the influence of the late Mr. D. D. Withers, the leading racing bodies of the country shortly stamped the Guide with their approval, as has also The Jockey Club and the Western Turf Congress. Since 1893, the annual has become a two-volume publication, each volume covering the racing for half of the year. Many new features have been from time to time incorporated in the Guide, which has become unquestionably the most valuable turf compendium ever known to this country, while it rivals in importance anything of the kind that has ever been attempted, even in England, the home of thoroughbred racing.

One of the best known figures in American racing of the present day has been Mr. Charles H. Pettingill, who was recently the efficient starter of the Eastern tracks under contract with The Jockey Club. He has had a long and successful experience in that official capacity at other meetings in the country outside the metropolitan district, and has attained to rank as a veteran of the turf. He is a native of the State of Maine, and received an academic education there. During the Civil War he served in the Union Army, and won the rank of Captain. After the war had ended he settled in Charleston, S. C., and engaged in wholesale business, and for one term, during the administration of President Grant, held the office of Assessor of Internal Revenue. About this time he began his experiences with the turf, becoming a partner with Mr. W. P. Burch in the ownership of a racing stable. Upon the dissolution of this partnership Mr. Pettingill continued to race horses on his own account.

Withdrawing from ownership, he entered into the business of furnishing poolrooms with telegraphic news of the races. Late in the eighties he became a starter at the Gloucester, N. J., track, then in its infancy. There he had virtually the entire management of the enterprise, and proved himself not only an efficient starter, but a practical handicapper and a satisfactory all-around racing official. Remaining at Gloucester until 1893, he resigned his position for the more important one of starter on the

Western circuit, and officiated in that capacity at all the leading tracks in the West and South. He was then appointed starter for the courses under jurisdiction of The Jockey Club and officiated until the close of the season of 1897.

Few men have been better known in this generation in connection with betting at the races than Mr. Isaac S. Thompson. He was born in Liverpool, England, but was brought to this country in infancy, and was reared and educated on the Pacific Coast. He was twenty-four years of age when he made his first appearance at the race tracks as a layer of odds. Since that time he has been continually a bookmaker, confining his operations principally to the Eastern tracks. During his active career vast sums of money have passed through his hands, and he has made and lost fortunes. He has been one of the heaviest layers known to the turf in this generation, and has taken many large wagers at startling odds. He tells of one instance where he bet \$1,000 to \$1 against Dahlman at the old Guttenberg track, and has always congratulated himself that he succeeded in winning the dollar.

The apprenticeship of Mr. Joseph F. Ullman in turf matters dates back to 1878, when he made his *début* as a clerk of the betting ring at the Memphis Course. After some years of experience in a subordinate capacity he undertook the management of the East St. Louis Track in 1883, and accumulated a small capital there. He was then invited to take charge of the foreign book at Hawthorne Park, Chicago, and began business on a large scale. Gradually he rose to a position of prominence in the profession to which he was devoting himself, and became conspicuously identified with the betting in connection with many of the most important tracks in the country. He has had the betting privileges at Memphis, Little Rock, St. Louis and elsewhere, and has also been for many years a conspicuous figure at all the great Eastern race tracks, where he has played a prominent part in the betting.

Born in New York in 1848, Mr. William Kane began his racing experiences about 1860, at the old Long Island Fashion Course. He was employed as exercise boy in the stable of Mr. John Hunter, and afterward rode for Messrs. James Watson, M. H. Sanford and others. Subsequently he had an experience, training and riding in Lima, Peru. He trained the first lot of yearlings that Mr. Pierre Lorillard owned, trained a year for Governor Bowie, of Maryland, and also had charge of the California Stock Farm of Mr. Theodore Winters. In 1880, he went to England with the stable of Mr. James R. Keene. For one season he officiated as starter at the Guttenberg track. He was afterward associated with Mr. H. C. Dittmas in sending descriptions of turf events to the turf exchanges throughout the country.

RACING ASSOCIATIONS
AND
FAMOUS RACE COURSES.

RACING ASSOCIATIONS AND FAMOUS RACE COURSES

THE RACING CENTRES IN COLONIAL DAYS—EARLY TRACKS IN VIRGINIA, SOUTH CAROLINA, KENTUCKY AND
LOUISIANA—OLD RACE COURSES NEAR NEW YORK—JEROME PARK AND
OTHER CONTEMPORANEOUS COURSES

AS we have already many times pointed out in these pages, race courses were established in various parts of the United States during the closing years of the last century. Virginia, South Carolina and New York had then long enjoyed the advantages to be derived from formal racing arranged under the auspices of turf associations and engaged in upon courses regularly laid out. When the nineteenth century opened several courses were in existence in Virginia. One of the oldest of these was the Newmarket at Petersburg, Va., which was established before the Revolution, and maintained its standing and popularity for several successive generations. It was laid out in its complete style previous to the year 1800, but the jockey club that ultimately undertook its management was not organized until 1803.

The record of one of the earliest meetings upon this course possesses something more than passing historical interest. It introduces us to the names of several of the prominent owners and horses who were leaders in Virginia turf affairs at that time. The report shows that for a race of four-mile heats in the spring of 1802, there were entered Dr. Parteur's Snapdragon by Callator; Bellefield Stark's Bucephalus by Daredevil; John Hoome's imported Moll in the Wad; Milo Selden's Proserpine by Daredevil; Thomas Gray's Vulture by Daredevil; A. T. Dixon's Thunderclap by Wildair, and Mr. Swan's Cygnet. It will be noted that four of these horses were the get of Daredevil, who was one of the famous stallions of Virginia a century ago. Records of the time in which this race was run are lacking, but Snapdragon won the second and third heats and the race, while Bucephalus was second, having carried off the first heat. Proserpine, Vulture and Thunderclap were distanced in the third heat, and Moll in the Wad in the second heat, while Cygnet was sold before starting and withdrawn.

Even before the century began, the celebrated Washington Course in Charleston, S. C., was opened. This was practically a successor to the Newmarket Course, that had been in existence in that city from about fifteen years or so previous to the beginning of the Revolutionary War. The South Carolina Jockey Club, that controlled the Washington Course, was organized in 1792, and entered upon a career of brilliant and uninterrupted

success that continued even down to the breaking out of the Civil War, a period of almost three-quarters of a century. From the beginning this club was one of the strongest organizations, both socially and financially, that ever existed in the South devoted to the conservation of turf interests. Its original proprietors were General C. C. Pinckney, General William Washington, General Wade Hampton, General M'Pherson, Colonel Mitchell, Colonel M'Pherson, Colonel Morris, Captain White, General Reed, and Messrs. O'Brien Smith, John Wilson, James Ladson, William Alston, H. M. Rutledge, Gabriel Manigault, James Burn, L. Campbell, William Moultrie, E. Fenwick and William McLeod.

Colonel Washington gave to the club the land upon which the course was laid out, upon condition that it should receive the name of Washington in honor of his illustrious uncle, the Father of his Country. The club succeeded to the tradition and the patronage of the old Newmarket Course that had been closed in 1791, after thirty-one years of existence, and was not long in becoming the great social centre of Charleston. In its membership were comprised representatives of all the old aristocratic families of the city and even of the State, and it became the exponent of fashion quite as much as it was the guardian and supporter of the turf. To an extent, which it is difficult to understand in these days of multifarious public interests, society then attached itself to the turf, and the racing meetings of the year were really the great fashionable functions. For many years only a single week was annually set apart for the meeting, but this was looked forward to throughout several months preceding it as the one occasion that commanded the attention of the entire community, not alone of Charleston, but even of South Carolina.

Indeed, the fame of this annual meeting extended throughout the South and not infrequently attracted the attention of public men and society people from the far distant North. The first week in February was given over to this meeting, and the opening was always on Wednesday. The annual dinner of the Jockey Club occurred on this opening day and attracted horsemen, statesmen and the gentry from all parts of the State. It was a convivial occasion, well calculated to put everybody in good-humor for the sport. Leading turfmen from all over the South were brought together around

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the festal board, and many were the battles good-naturedly fought concerning the relative merits of different families of thoroughbreds. When the racing was in full force came the great Jockey Club ball on Friday evening following the opening of the meeting. This event shared in importance even the performances on the track. Elaborate and extensive preparations were made for it, and it occupied first position as the great social event of the year in Charleston.

Not long after the establishment of the Washington Course in Charleston and about the same time that courses were established in Petersburg, Richmond and other cities of Virginia and Maryland, a race course was laid out in the City of Washington. In point of fact,

with that of Charleston. Its meetings called out the attendance of those prominent in wealth and fashion and in the public and professional life of the capital, all vying with each other in the enthusiasm with which they followed the races. From time to time the most celebrated horses of the first half century of the Republic were seen there, Eclipse, Fashion, Revenue, Sir Henry, Sir Charles, Sir Archy, Boston, Timoleon, Lexington, Oscar, Hickory, Blue Dick and hundreds of others. The dinners and balls of the Jockey Club were included among the most important social events of the fashionable season in the Federal city.

For nearly half a century the brilliant career of this course at Washington continued without interruption.



THE CLUB HOUSE

MORRIS PARK

this course was almost as old as the Federal City itself, having been planned in 1802, during the administration of President Thomas Jefferson. It was located on the Holmead Farm, about two miles north of the White House. The Jockey Club which controlled this course became one of the most efficient and most distinguished in the United States. For many years it was presided over by Colonel John Tayloe, and among its members were included many of the most distinguished citizens of the capital, and, naturally, leading representatives of all sections of the country. The patronage of the National Course, as it was called, vied in character even

It was not until about the time of the Mexican War, or, to be more precise, soon after 1844, that the sun of prosperity that had hitherto continuously shone upon its affairs began to set. Governor Samuel Sprigg, of Maryland, was then the President of the club, and it was for two years or more during his administration that it continued in a very uncertain condition. Finally, in 1846, even those who had been most devoted to the turf affairs of the capital began to recognize the futility of further efforts to maintain public interest in it. Accordingly the Jockey Club was disbanded, and racing on the historic course was altogether abandoned. The political animos-

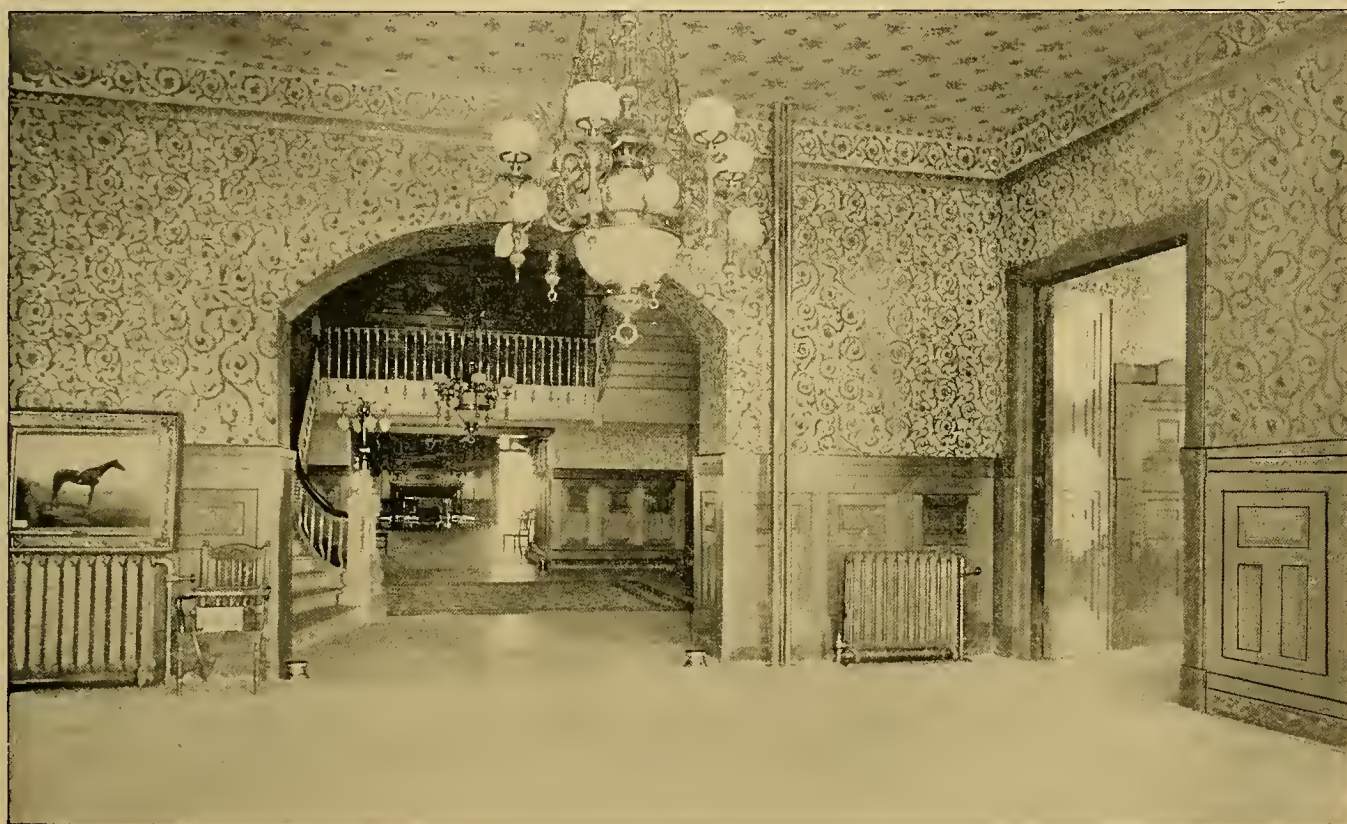
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ties of that period, culminating in the Civil War some fifteen years later, were largely responsible for a condition of affairs that prevented, for the time being, any revival of the old-time interest in racing. Men who were daily wrought up over the great questions of slavery, State rights and other transcendent political issues of the day, had little interest for the turf or other sports, and could scarcely be expected to meet each other with equanimity upon any common platform amid the stirring issues of the hour. So racing died out entirely in the Federal capital.

After the close of the Civil War attempts were several times made again to engage public attention to the sport, and projects were put forth looking to the opening of a

its really first great meeting for nearly, if not quite, half a century.

Those who were most active in the management of this club at that time were Messrs. J. C. McKibben, John S. Barbour, George W. Hooker, H. W. Blunt, Hallet Kilbourn, O. P. Green, H. D. McIntyre and Colonel Charles Stone. They were able to secure the attendance of such stables as those of the Messrs. Lorillard, Dwyer, Cassatt, Gebhard and others, and inaugurated a really interesting racing season. In the present the annual meetings at Benning, although important, especially as practically opening the Eastern racing season and attracting general attention, have not attained to the brilliancy that characterized their predecessors.



ENTRANCE HALL, THE CLUB HOUSE

MORRIS PARK

new course at the capital by those who had not yet forgotten the attractions of the past. When the National Fair Association was organized great hopes were entertained concerning the future of racing that it was proposed to inaugurate under that management. The association, however, failed to come up to public expectation, and soon passed out of existence without having made any definite impression upon turf affairs. This organization was succeeded by the National Jockey Club, which came into existence in the early eighties, and in 1883, under the auspices of this club, Washington had

The race courses that continued longest in existence were the three that have just been mentioned at Petersburg, Va.; Charleston, S. C., and Washington, D. C. The Metairie, in New Orleans, was also a course that had pre-eminent standing in the early part of the century. It held its position unchallenged for nearly fifty years quite down to the outbreak of the Civil War. The Jockey Club that controlled the course offered good purses and arranged races that attracted the best thoroughbreds of the time, such as Lexington, Lecomte, Hampton, Peytona, Fanny King, Charmer, Oliver and numerous

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others. Upon many an occasion the four-mile day would bring several of the great champions together, when they would roll off heat after heat in from 7.35 to 7.46, with every horse well up at the finish. Some of the most sensational racing events ever run in the United States took place over this course, and accounts of several of them are given in our chapter on Famous Racing Events. In 1856, the Jockey Club expired by limitation, but immediately thereafter another association arose as its successor and started in to restore to the old course some of the transcendent glories of former days. Among the veteran turfmen who were particularly interested in this rejuvenation were Governor Hebert. Judge Cox,

some very good racing there, and their spring meetings opened the season, which was afterward followed by the meetings of the Chickasaw Club at Memphis, the Nashville Jockey Club and then by the Maryland Jockey Club and other courses of the North. On the Metairie Course in those days were seen such good race horses as Foster, Morgan Scout, Regent, Bonita, Salina, Nellie Ransom, Monarchist, Wanderer and others. In 1872, the Louisiana Jockey Club succeeded the Metairie Jockey Club in the management of affairs, and racing under its direction continued to be popular and successful. There was a time, for a few years, when winter racing was in vogue in the North, that the Metairie Course suffered



LADIES' PARLOR, THE CLUB HOUSE

MORRIS PARK

Captain Minor, General Wells, D. F. Kenner, William B. Stark and others. This movement, promising as it was to the future of the turf in the Southwest, was of little avail. The tide of Civil War was setting in too strongly, and after a few years of futile effort racing matters in New Orleans were for a time relegated to the background, as they were elsewhere in the country.

At a later date, in the sixties and seventies, interest in the Metairie Course was revived in the growing public favor that was again being accorded to racing in all parts of the country in the post-bellum period. The Metairie Jockey Club, which had charge of this course, managed

something of a setback. But after Northern winter racing was abandoned and the turf generally returned to its normal condition, the old course renewed its former popularity, and under new management became again one of the important racing centres of the country.

In the South no race course has ever existed that has had a longer or more honorable career than that of Lexington, Ky. Many circumstances have operated to make its well-established pre-eminence historical. Much of the supreme success which has attached to its career has unquestionably been due to its favorable location in the blue grass region, where racing and the breeding of

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the thoroughbred have been the engrossing occupation of the people ever since the section passed out of its wilderness state. The association that controlled the Lexington Course for several generations was chartered in 1828, but the history of the course can be fairly considered as long antedating even that time. The Lexington Jockey Club, the oldest active organization of the kind in the United States, was founded as far back as 1795, only a year after Mad Anthony Wayne had broken the power of the Indian tribes on the Maumee River. From early in the century down to the breaking out of the Civil War, two and sometimes three meetings were held every year, and were uniformly successful from

the war was in progress and all other courses, of both the North and the South, were deserted, the inherent racing passion of the Kentuckians could not be dampened, and they continued their attention to the turf even with war's dread alarms ringing in their ears. Only in 1862, did they limit themselves to one annual meeting, that which was held in the spring. In the autumn of that year circumstances quite beyond their control compelled them to relinquish their plans for a fall meeting, since General Kirby Smith with a Federal army was encamped upon their grounds. This record is the more remarkable when we consider that, Kentucky, being a border State, was exposed to the special disturbance



DINING ROOM, THE CLUB HOUSE

MORRIS PARK

every point of view, commanding the attention of the leading turfmen of the country and enlisting the services of the great race horses of every period. One thing in particular has distinguished this course from all others throughout its whole career. In this respect it is unique, in that it has been the field, until comparatively recent years at least, whereon most of the colts destined to become the great champions made their first appearance.

The Lexington Course has also the enviable distinction of being the only place in the United States where racing was continued, practically without interruption, throughout the dark and tragic days of the Civil War. While

of being overrun by the armies of both contending powers. Sometimes the Confederates held the City of Lexington, and again the Union forces were in control. Nevertheless, the racing association was true to its instincts and unswerving in its determination to maintain an unbroken record of meetings, no heed which army might be in the ascendancy or what might be the ultimate result of the sanguinary struggle that was going on.

Although two race courses, as we have elsewhere seen, early existed on Long Island, in the vicinity of New York, one called the Newmarket, near the centre

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of Suffolk County, and the other near Jamaica, in King's County, the really great historic courses near the metropolis were not instituted until well into the present century. In the increasing interest in blood horses that marked the beginning of our national existence, the North bore its full share, especially after the present century had opened. Meantime, the old Newmarket Course and the Beaver Pond Course, at Jamaica, had passed out of existence and were well-nigh forgotten. As early as 1800, however, there were courses at Albany, Poughkeepsie and Harlem, and races ranging from one to four-mile heats were run, some very good sport being put up. Until 1804, so far as the recollection of old turf-

carry on the enterprise as it had been conducted up to that time. An insuperable difficulty in their way also arose from the fact that it was almost impossible to enforce regulations for racing on an unclosed course, as had hitherto been attempted. Accordingly, they reorganized the society and established an inclosed course, located about a mile from that which they had previously controlled, and gave it the same name. Under these auspices racing continued with varying success for the ensuing decade or more, and was fairly well supported by the public-spirited and sport-loving citizens of the metropolis. Some of those horses who, in themselves and their families, have been among the most dis-



SMOKING ROOM, THE CLUB HOUSE

MORRIS PARK

men of previous generations went, there was no regularly organized jockey club in New York City. In that year an association, whose members were principally drawn from the farming population of Long Island, was organized with the definite plan of continuing in existence for five years. The old Newmarket Course was secured and remodeled, and two meetings a year, in May and October, were arranged for. Purses were offered for four, three and two-mile heats, and the best racers of the period were there seen.

When this association had expired by limitation the members found it difficult to raise sufficient funds to

tinguished in the country, were first entered on these courses. Among them were Tippoo Sultan, Hambletonian, Bright Phœbus, Miller's Damsel, Empress, First Consul, Cock of the Rock, Eclipse and other noted ones. Among the turfmen who were regularly seen at Newmarket, both in its earlier and its later period, the Messrs. Bond and Hughes, of Philadelphia, were particularly conspicuous.

Nor was Newmarket the only course that was open to lovers of the turf in the vicinity of New York. At Harlem a course was kept up for many years during this period, and one also existed at Powle's Hook, in New

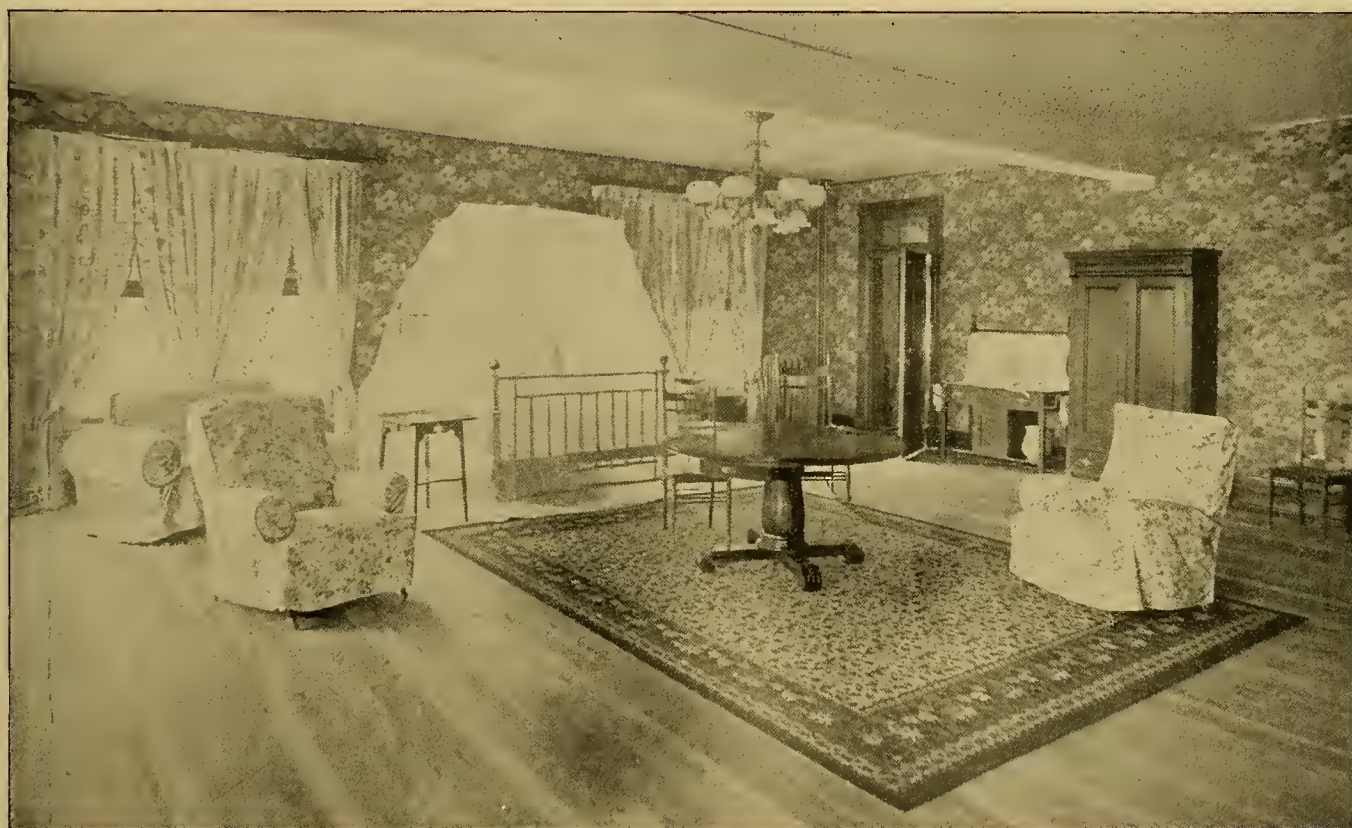
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Jersey. However, it was not until 1819 that the citizens of New York began to manifest a full appreciation of the sport. Legislation against racing, which had hitherto been of a burdensome character, was at last modified, and active steps were taken to place turf affairs on a permanent basis. In that year a jockey club was formed and a track laid out at Bath, L. I., thus prefiguring the location of the famous Coney Island and Gravesend tracks of this generation. The club proved to be a successful institution, and very good races were run for two seasons.

It was found, however, that the location of the course was not altogether satisfactory on account of its inaccess-

Course events were largely increased, and racing was placed on a more elevated and permanent footing than before.

In 1828, a racing association was organized in Dutchess County, New York, and a course laid out near Poughkeepsie. Liberal purses were offered, and for several years there was well conducted and good racing, this course being the scene of some of the best performances of Mr. John C. Stevens' Black Maria and other horses of her class. Ten years later the Beacon Course at Hoboken, N. J., was established, and grounds laid out and buildings erected at great cost. Large purses were given, and for a few years this course was very popular, inas-



SLEEPING APARTMENT, THE CLUB HOUSE

MORRIS PARK

ibility, for we must remember that the means of travel in those days were not what they are now. A location nearer the city was accordingly deemed essential, and in 1821, the club purchased a plot of ground some eight miles from Brooklyn, inclosed it, and laid out a track. This was the beginning of the celebrated Union Course, that for nearly fifty years remained one of the most famous centres of turf interest in America. In fact, it became the chosen battle ground for the greatest contests between horses that the earlier history of the turf in this country can show. Under the enterprising management of the Jockey Club, the purses for the Union

much as it presented some of the leading attractions of that period. Trenton, N. J., also had a course in these early days under the name of the Eagle Course, and its purses insured some good racing. Ultimately, however, all these courses were abandoned, until in the period just preceding the Civil War none of them were in existence, except the old Union Course, and that had been largely given over to the trotting horse.

For many years previous to the time when discredit attended the decline of racing in the North, the celebrated Fashion Course on Long Island was one of the most popular racing resorts in the country. The course was

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laid out upon a magnificent scale for those times, and the enterprise was conducted in a generous and sportsmanlike manner. Thousands of dollars were expended upon the course, and its original cost was said to have been not less than five or six times more than had been the cost of any other course in the country. The headquarters of the club were on one of the finest old ancestral estates that could be anywhere found in the vicinity of New York, and on this was a commodious clubhouse and mansion, with a most attractive, aristocratic air. Special attention was given by the club management to accommodate ladies, whose attendance at the meetings was very much desired; in this respect it was declared

Course, and subsequently the Fashion Course, had passed out of existence, a new jockey club was organized in New York in 1857, at a time when many people looked forward with confident expectation to a gratifying change in the condition of turf affairs as they then existed. The officers of this club were: President, Robert B. Morris; Vice-Presidents, Anson Livingston, Francis Morris, William H. Gibbons and Henry Lloyd; Secretary, Lovell Purdy; Treasurer, William B. Duncan; Membership Committee, Edward Pearsall, Henry A. Coster, Robert G. Remsen and Jotham Post, all of them well known as staunch supporters of the turf and gentlemen of the highest social character. The club enlisted



THE SUPERINTENDENT'S RESIDENCE

MORRIS PARK

that the club vied in distinction even with the old South Carolina Jockey Club at Charleston, and as a social resort came to have almost a world-wide reputation. The Fashion Jockey Club offered generous purses, and stables from Maryland, Virginia, Kentucky, Tennessee and elsewhere throughout the South and West were always represented at its meetings. Messrs. Francis Morris, John Hunter, Charles R. Coster, William H. Gibbons, N. B. Young and others not less prominent in the turf world then were always to be found at this course.

After the jockey clubs that had controlled the Union

the patronage of other gentlemen of social distinction, and upon their support was based the confident expectation that New York might again see an era of wholesome, honest racing such as had distinguished the neighborhood of the metropolis in previous generations. What might have been the outcome of this new movement had not the Civil War intervened to destroy all calculations, it is not possible now to say. It may be, however, that in this club organization were the germs of the healthy revival of interest in racing that was destined to come to full fruit when the American

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Jockey Club and the Jerome Park Course blossomed into existence a decade later.

Westchester County, New York, has for more than one hundred years, without a break, been a racing centre for the North. Its proximity to the great metropolis, its fine grass lands and the fact that it has always been the home of many wealthy New York families who have maintained country-seats there, have been prime contributing causes to its identification with turf affairs. The names of Morris, Bathgate, Hunter, Jerome and others hold important places in its racing and breeding annals, and not a few of the great American thoroughbreds in

those of Mr. Francis Morris, Mr. John Hunter and the Bathgates in two generations.

Imported Barefoot, who won the Doncaster St. Leger in 1823, came to this country some six or seven years after and stood in the vicinity of Westchester village. In a stud at West Farms about the same time was American Eclipse, and in the same place in 1847, imported Trustee, the sire of the great brood mare Levity, went the final way of all horses, good or bad. Imported Leamington and Censor had their homes with Mr. John Hunter at his Pelham Farm, while for thirteen years, from 1860 to 1873, imported Eclipse stood in Mr. Francis



IN THE LANE

MORRIS PARK

times past have had their homes there. Back in Revolutionary times racing was conducted there upon a broad meadow near Eastchester Church that was called the race field, and thither the gentlemen in that part of the country brought their horses for friendly rivalry and gratified their inherited English tastes. It was not long after the general interest in racing began in the early years of the century that Northern breeders fixed upon Westchester County as a very desirable location and as affording many advantages for the development of the thoroughbred. Several stud farms were established, particularly

Morris' stud at Throgg's Neck. These are only a few names of the thoroughbreds who have been identified with Westchester County. For a long time, fifty years or more ago, a straight mile of roadway in Fordham was used for a race course, and afterward the Bathgate track at Morrisania afforded opportunities for speed. This, in turn, was succeeded by the famous Jerome Park, and when that had passed away the splendid Morris Park entered upon the field thus vacated.

Saratoga was the first locality in the North to undertake racing after the Civil War. In fact, the sport was

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inaugurated there before the war had ended. The credit that has been given to that fashionable summer resort as the cradle of modern racing in the East, is fully merited. Previous to the inauguration of the sport there the outlook for the immediate future was poor indeed, for there seemed slight prospect of returning to the whilom condition of affairs existing before the war. The wealth and the leisure that had hitherto made the South invincible in pursuit of sports had for the time departed. It then devolved upon the North to support racing, and particularly New York, wherein the wealth of the country had become so considerably concentrated and where a large population had grown up and could be depended

ing matters during the ensuing quarter of a century and more, was inaugurated in 1863. The general response of turfmen from all over the country to this venture and the patronage of the public was even more gratifying than those who were most active in the affair had anticipated, and the inaugural meeting was altogether successful. At the outset the stables gathered at Saratoga were few in number when compared with the present day, and the horses were not numerous. At the first meeting in 1863, the principal entries were Captain Moore's Mamona, Mr. D. E. Weldon's Sympathy and Lizzie W., Mr. Reedy's Thunder, Mr. Francis Morris' Dangerous and Surprise, Mr. J. S. Watson's Aldebaran, Mr. John



THE CLUB STABLES

MORRIS PARK

upon to give its practical support to the sport. Saratoga, being the summer capital of New York, and having for years drawn to it the patronage of wealthy and fashionable folk from all parts of the country, the opportunity thus offered to establish racing among the pines as a fashionable divertimento seemed to be almost providential.

There was an old race track in Saratoga, 296 yards short of a mile, that had been used in a desultory sort of a way, and with that as a foundation the new enterprise, that was destined to play such an important part in rac-

M. Clay's Lodi and Mr. Lloyd's Echo. This first Saratoga racing meeting was undertaken entirely upon the responsibility of John Morrissey, and Charles Wheatly, the eminent turfman, was engaged to act as Secretary and manager.

Immediately after the close of the meeting several gentlemen of means formed an association for the purpose of establishing racing in Saratoga upon substantial and permanent foundation. Mr. William R. Travers was elected President; Mr. John H. White, Treasurer, and Mr. Charles Wheatly, Secretary. Of these three officials

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only Mr. Wheatly now survives. The Executive Committee of the new association bought suitable land on the southerly side of Union Avenue, and delegated to its secretary authority to construct the race course. Within a year this course was completed, to the entire satisfaction of the association, and was ready for use at the opening of the meeting in the summer of 1864.

For at least twenty years the Saratoga Course continued on an extraordinary career of almost uninterrupted prosperity. The modest three days' meetings of 1863 and 1864 rapidly grew in proportions, until in 1870, the racing season had expanded so as to include two meetings every summer. Not long afterward it developed

the strong and widespread influence of Saratoga upon racing affairs throughout the country. In the seventies Saratoga was patronized by such eminent turfmen as Messrs. August Belmont, D. D. Withers, Leonard Jerome, John F. Purdy, Oden Bowie, Charles W. Bathgate, John Hunter, W. R. Travers, H. P. McGrath, Pierre Lorillard, John T. Hoffman, Harry Genet, J. G. K. Lawrence, M. A. Littell, O. M. Bassett, H. Harding, William Turnbull, James McGowan and others. At the track were the stables, year after year, of owners of national reputation, such as Major Bacon, Captain T. G. Moore, Colonel D. McDaniel, and Messrs. D. J. Crouse, R. Wyndham Walden, John Harper, David McCoun,



EXTERIOR OF A RACING STABLE

MORRIS PARK

still further, such was the demand of the patronizing public and the enthusiastic rivalry between all the representative stables of the North and South. Finally a season of seven weeks' sport became one of the features of every summer, and the prosperity that attended this protracted gathering of sportsmen fully demonstrated the high standing to which Saratoga had attained as one of the most prosperous and most influential racing centres that had up to that time been established anywhere in the United States.

Another thing was soon clearly shown, and that was

James Thompson, Woodford Springfield, Ephraim Snedeker, W. R. Babcock, M. H. Sanford, George L. Lorillard, Pierre Lorillard, John O'Donnell, Francis Morris, and many others.

In the course of time changes in the ownership and management of the Saratoga Course came about. In the later seventies the course, with all its privileges, was leased to John Morrissey, with Charles Reed and Albert Spencer as his partners. No changes were made in the racing, which still continued under the control and authority of the Saratoga Association. Upon the death

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of Mr. Travers, Mr. James M. Marvin succeeded to the Presidency. After the death of Mr. Morrissey, in 1880, Messrs. Reed & Spencer became the lessees of the property, and continued the business until the sale of the course, which took place early in 1892. Mr. Wheatly remained Secretary of the association through all these years, only resigning his office in 1892, when the old association closed out its affairs and was succeeded by that which is now in existence.

Early in the eighties the course fell away somewhat from its former high estate, and its period of decadence lasted for some considerable length of time. The high

increased the supply beyond its power to care for them unassisted. Other outlets were needed to make racing profitable to breeders and owners, and also to meet the growing interest of the public. Especially was this true of New York City and vicinity. Thousands there, who did not always find it practicable or desirable to go to Saratoga to follow the races, joined in the demand for courses nearer home. Something of this feeling, as well as the desire for social prominence, moved the projectors of the famous American Jockey Club in their building of the Jerome Park Course a few years after Saratoga had been started. Similar reasons, with perhaps less of the



A RACING STABLE INTERIOR

MORRIS PARK

degree of prosperity that had attended its earlier years had much to do with bringing about this result. Largely affected by the influence that went out from this famous summer resort, and moved also by a consideration of the success that had elevated Saratoga financially and socially, as well as from a sporting point of view, followers of the turf elsewhere naturally saw no reason why they should not establish other courses that might rival this parent of modern racing in the North. Another factor also entered largely into the problem. The demand that Saratoga had made for racers of the first class had rapidly

social side brought into prominence, led to the establishment of the courses at Monmouth Park, Brighton Beach and Sheepshead Bay.

Some dissatisfaction with the management of the Saratoga Course began to be felt, and, for a time, principally perhaps on account of the undue prominence of the purely gambling element there, the course was somewhat under a cloud. With the establishment of Monmouth Park and its subsequent purchase by some of the leading racing men of the East, several of the great stables upon which Saratoga had depended, the Ran-

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cocas, Westbrooke, Brookdale and Chesterbrook, were withdrawn. This reverse was but temporary, however. The Brooklyn and the Preakness Stables still continued to patronize Saratoga. Mr. Aristides Welch's Erdenheim Stable also came to the front, while numerous stables of the West and South added their forces. Saratoga soon started on a career of renewed prosperity, in which it has continued ever since, with only such incidental reverses as seem to be inseparable from the history of all great race courses.

For the season of 1898 the officers of the Saratoga Association were: Edward Kearney, President; John T. Eagan, Treasurer, and B. A. Chilton, Secretary. Joseph J. Burke was the Judge, M. N. Nolan, Steward, and Matthew

The emphatic success that attended the Saratoga meetings in 1864 and 1865 was the direct incentive to the organization of the American Jockey Club and the establishment of Jerome Park. Mr. Leonard W. Jerome, the moving spirit in the new enterprise, engaged Mr. Charles Wheatly to lay out the place at a cost of probably not far from half a million dollars. The course, one long stretch and three curves, was laid out according to the personal plans of Mr. Jerome, and the club buildings were also his creation. The entire establishment was completed at Mr. Jerome's personal expense, he being the sole proprietor, but the control of racing affairs was delegated to the American Jockey Club. Ultimately Mr. Jerome sold the property to a number of gentlemen, who



THE PADDOCK

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Byrnes officiated as Starter. The course is one of the most picturesque in its surroundings of any in the country. It is beautifully laid out, and all its appointments are in perfect style. The season extends from late in July until the first of September. Some of the most historic events in American racing annals have been connected with Saratoga. Those that are most prominent in recent times are the Flash, the Travers, the Flirtation, the Alabama, the Congress Hall, the Citizens', the Kenner and the Kearney Stakes, the Hunter Steeplechase, the Spencer Handicap, the Beverwyck Steeplechase, the Midsummer Handicap and the Saratoga Green Steeplechase.

constituted the Jerome Park Villa Site and Improvement Company, of which Mr. Francis Skiddy was the President. The new company, however, only took the place of Mr. Jerome, and the racing was continued under the authority of the American Jockey Club.

Probably no race course in the country ever had wider renown or a more brilliant career than the famous Jerome Park. In the later sixties it was the most notable resort in this country not only from the standpoint of racing, but socially as well. The glories of Jerome Park in the time when it was famous, wherever gentlemen sportsmen gathered to enjoy this "sport of kings," still linger fondly in the memory of many who participated in the

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events of those grand old days. Sport for sport's sake was the motto then, and the honor of the track was the honor of the men who controlled it. Here was the recreation place, the prime interest in life, of such men as the elder James Gordon Bennett, Commodore Cornelius Vanderbilt, Commodore Cornelius K. Garrison, Judge A. C. Monson, Senator Thomas Bayard, Mr. Richard O'Gorman, Mr. Hosea B. Perkins and scores of others of wealth, refinement and position. There August Belmont pitted his horses against those of his friends, Messrs. Leonard W. and Lawrence Jerome; there William R. Travers loosed the shafts of his wit, and there Judges Barnard and Donohue came daily through the

of comparison with it existed anywhere in the country. There was plenty of money back of the club, and under the leadership of such men as Messrs. Leonard W. Jerome, William R. Travers, August Belmont, C. H. Bathgate, Francis Morris and others it soon became the racing centre of the country. Its meetings may fairly be said to have served as the foundation for the racing taste of the present generation. The first meeting in September, 1866, was a remarkable occasion. It attracted the attention of the best people of New York and vicinity, and many were the encomiums bestowed upon the members of the club for the skill with which they had undertaken the new enterprise. The appointments



A QUIET PART OF THE PADDOCK

MORRIS PARK

racing season to match their judgment of horseflesh or their skill and luck in poker or whist against James T. Brady, Charles O'Connor, Cortlandt Morris and others of that class of sportsmen. If the history of that old race course had ever been set down by those who were most familiar with it and were active participants in all the life that centred around it, the record would be one of the most entertaining and most valuable pages of metropolitan experience.

When the American Jockey Club was started in 1865, no important racing organization that was at all worthy

of the course, although they would suffer somewhat from a comparison with the superb arrangements of some of the later tracks, called out the warmest commendation. A conservative turf writer of the day thus expressed himself concerning the enterprise: "We come upon a race course, stands and stables which far exceed any we have hitherto seen in this country, and which are not surpassed, we believe, in any other." Again, in describing the scene on the first day of the inaugural meeting, he writes: "The place and its beautiful buildings and surroundings were filled with thou-

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sands of delighted people, whose admiration of that which the club has so speedily effected was intense."

The racing attractions of this meeting were quite in keeping with the importance of the event. Asteroid came from the West to meet his rival, the great Kentucky. Idlewild, who had been a famous horse, but who was now in the decadence of power, was also present. Among the two-year olds, Ruthless and Monday, and among the three-year olds, Watson and Local, were especially conspicuous. However, although a new era in the history of the American turf had dawned with this meeting, the future was by no means fully assured. More or less aversion to the turf still continued, and there

interest and to bring about their just rewards. Horses from all parts of the country came to Jerome Park to compete for the stakes offered, the rich purses holding out exceptional attraction to them. Many a famous race was won and lost on that track in its earlier days, and, as well, in later times. Kentucky ran there in his efforts to beat the time of Lexington, then king of the turf, and just a stride or two short of the wire lost thousands upon thousands of New York's money. The National Handicap, won by such great thoroughbreds as Kentucky, Local, La Polka, Monarchist, Preakness and Vigil; the Hunter Stakes, won by Remorseless, Woodbine, Madge, Olitipa and Sultana; the Nursery Stakes, that were car-



GOING TO THE POST

MORRIS PARK

was also a large element in the community that looked with special disfavor upon racing because of its English origin. Patriotism engendered by the Civil War, which had just ended, was the cause of much anti-English feeling, largely, perhaps, on account of the famous Alabama question, and this intolerance extended even to matters of racing. Moreover, the effect of the war upon business and industrial affairs had not entirely passed away, and there was much hard work necessary before general attention could be attracted to sporting affairs.

It was not long, however, before the efforts of the American Jockey Club began to command respect and

ried off by such representative thoroughbreds as Ruthless, Remorseless, Harry Bassett, Rutherford, Leonard and imported Patience; the Manhattan Handicap, that fell to Enchantress, R. B. Connolly, Corsican, Fanchon, Preakness, Picolo, Virginius and others; the Annual Sweepstakes, won by Nellie McDonald, Kingfisher, Monarchist, Joe Daniels, Tom Bowling, Tom Ochiltree and Sultana; the Jerome Stakes, which went to Metairie, Bayonet, Glenelg, Kingfisher, Harry Bassett, Joe Daniels, Tom Bowling, Acrobat, Aristides and others; these, with the Juvenile Stakes, the Westchester Cup and the Fordham Handicap, were among the great fea-

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tures of the early Jerome Park meetings, and the old turfmen of the generation that is just passing away look back upon the racing connected with them with the tenderest memories.

After a time the scope of the American Jockey Club enlarged more and more, and with its new social aspirations it entered upon an even more brilliant career than had been anticipated for it. Hitherto custom had, as a rule, made the attendance of ladies upon racing events in the Northern States, in contemporaneous times at least, inadvisable. It appeared, however, that the time had arrived for a very decided change in this respect. The character of the gentlemen who managed

gathering. From that day Jerome Park became christened the Mecca of fashion. Foreigners visiting the city were always taken there, as being the place of all places where the most desirable people were to be met. Indeed, for years the women almost ruled the track, making their influence felt in all its concerns. An English nobleman was once boasting of the character of the Ascot races in the presence of a member of the American Jockey Club. The American afterward said that he was proud to be able to declare to the Englishman, as he did: "We have at Jerome Park a race track where you could take your fifteen-year old daughter with never a fear that she would see or hear aught to harm her. I



THE STARTER'S STAND

MORRIS PARK

the club and the park affairs was a sufficient guarantee, and the place became a social centre such as the city never had before possessed. Beautiful and brilliant women made the clubhouse their other home, there to while away the hours in pleasure. Scarcely a family of social importance in New York did not then have its affiliations in the racing set, and membership in the club was in itself a sign and seal of position.

The cream of Gotham society honored every racing occasion with its presence until the costumes on the grand stand outshone in splendor those seen at any other

have never seen at that track a man drunk, or a woman disgracing herself."

It was this reputation, which it is almost needless to say was fully deserved, that established Jerome Park firmly as a great social as well as racing centre, and enabled it to hold its position for a quarter of a century. Yet betting ran high there, the women often being among the most reckless players. In the clubhouse, too, there were poker and whist for high stakes, and the turn of a card often won and lost sums that would have been enormous to any but the men and women who

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played. As an outgrowth of this club came the Coaching Club, with the Jeromes, Vanderbilts and Belmonts as founders, and the Coaching Club House at Fort Washington was the scene of many brilliant festivities of the Jerome Park set. Ultimately, however, the old American Jockey Club spirit began to die out, as the spirit of sport for sport's sake gave way to a more mercenary sentiment. Other clubs sprang up in the vicinity of New York, and Jerome Park ceased to be what it once was. Racing was continued on the course, however, until into the nineties, and in the early part of this decade the Dwyers revived the old American Jockey Club

character of its patronage other supporters of the turf were encouraged to take up the good work thus well begun. Saratoga already had a course, and soon the Maryland and Monmouth Clubs followed, and afterward came the institution of race courses at Coney Island. But throughout its earlier career, before it began to wane, the American Jockey Club never ceased to stand at the head of turf affairs and to lead its competitors. The rules which its stewards had formulated for the government of their course were generally adopted by other clubs, either in their entirety or modified as might be necessary to meet new conditions. In every measure



THE START

MORRIS PARK

charter and instituted racing again upon the course for a year or two. Finally, however, the city of New York took possession of the park grounds, and constructed a reservoir on the site as part of the city's waterworks.

Although the American Jockey Club and the famous park that it controlled have passed out of existence, it is impossible to overlook the important part that they played during the years of their existence and the weighty influence that they had in shaping the future of the American turf. Through the stimulus of the success that Jerome Park early achieved and through the high

of turf reform the club took the lead, and its official action obtained the recognition of turfmen in every part of the world.

The Maryland Jockey Club had its inception at a dinner party at Saratoga in 1868. Racing at that famous watering-place had already attained to such pre-eminence as to attract the attention of lovers of the sport from other parts of the country and to stimulate in them a desire to emulate in their own localities the achievements of the Saratoga Course. It was naturally to be expected that such a feeling should early be developed among wealthy Marylanders, for their State shared with Virginia

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and South Carolina the honor of being the birthplace of American thoroughbred racing. Those who felt in that year of 1868 that it was quite time that Maryland should return again to the support of that sport which had been its former pride and glory, both as a colony and a State, decided, to use their own language, "to inaugurate the contemplated meeting appointed to take place at Baltimore in 1870 by a sweepstakes of such magnitude as would command, from its value and the celebrity of the colts and fillies that would probably be engaged in it, an attention and an interest from the racing public gratifying to all true friends of the turf in every section of our common country."

and more valuable character, and became of national importance. Twenty-two nominations were added to it in the ensuing summer. For the same meeting, which was arranged to be held at Pimlico, three additional stakes were opened, the Supper Stakes for two-year olds, the Breakfast Stakes for four-year olds, two mile heats, and the Bowie Stakes for all ages, four-mile heats.

Discussion was rife during the ensuing two years regarding the result of these events, and confidence in the favorites shifted from time to time, but when the horses came to the post Preakness, who had his great future all before him, carried the dark blue of Mr. M. H. Sanford easily to the front for the Dinner Party Stakes,



AROUND THE BACK STRETCH

MORRIS PARK

In honor of the occasion and in remembrance of the particular festivity out of which this determination had grown, the event was called the Dinner Party Stakes, the conditions being a sweepstakes for colts and fillies then three years old, distance two miles. The subscription was limited to the gentlemen who were present, and closed with seven subscribers, Messrs. Bowie & Hall, M. H. Sanford, D. D. Withers, J. J. O'Fallon, Francis Morris, Denison & Crawford and R. W. Cameron. Subsequently, at the request of owners from all parts of the country, the stake was reopened and made of a broader

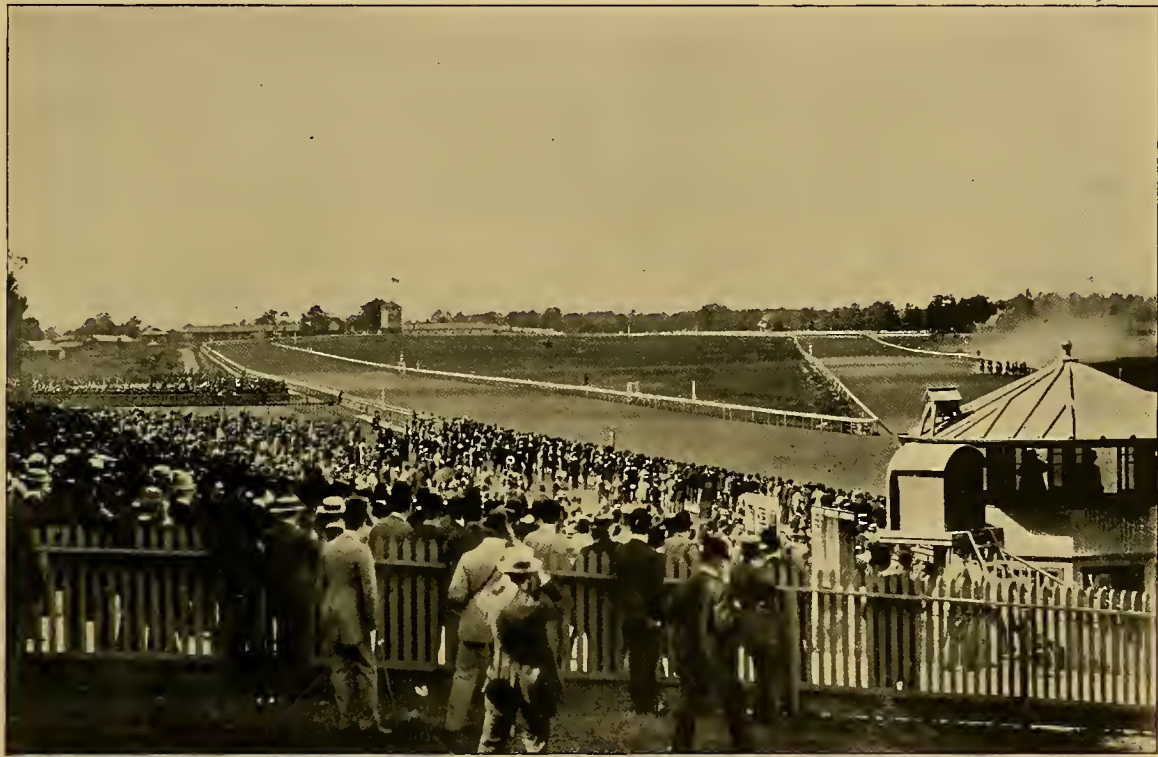
while Harry Bassett won the Supper Stakes and Glenelg secured the Breakfast Stakes and also added the Bowie Stakes to his prizes. Since 1870, the Pimlico Course has been the theatre of many great races. All the noted champions of the American turf have been seen in fierce struggles upon it, and for many years it was regarded as a sort of neutral ground for sectional battles between the East and the West. After two or three years the name of the Dinner Party Stakes was changed to the Dixie Stakes, and, as such, it became one of the most important and most valuable turf events of its period.

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Monmouth Park, largely lifted into prominence by defections from Saratoga, rapidly attained to such success and wielded such an extensive and wholesome influence that it was soon denominated the Newmarket of America. The gentlemen who managed its affairs were the owners of the greatest Eastern stables, and had united themselves in the interests of enterprise and honesty in racing affairs and in the endeavor to eliminate from the race course some of the abuses that had crept into it from various sources. The old course at Monmouth was originally the private enterprise of Mr. John F. Chamberlin, but its most successful and notable career began when the Monmouth Park Association was organized and undertook its management. Mr. D. D. Withers

Boudinot Colt. The officers of the association were: Mr. George L. Lorillard, President, and Messrs. August Belmont, Pierre Lorillard and D. D. Withers, directors.

Some of the most important stakes known to the American turf were established at Monmouth Park, among them being the Hopeful, July, Tyro, Sapling, Junior Champion, August and Criterion for two-year olds; the Lorillard, Monmouth Oaks, Stockton, Stevens, Omnibus and West End Hotel for three-year olds, and the Comparative and the Home Bred Produce. Monmouth Park was in every way one of the most successful courses in the vicinity of New York for many years. It was managed on a generous scale and in a thoroughly sportsmanlike manner. Its career after Mr. Withers and



DOWN THE TOBOGGAN

MORRIS PARK

was the prime mover in this new attempt to establish racing by the seaside, and his associates were representatives of the best elements in and about New York, of wealth, influence and conservatism.

The combination was sufficiently strong to command the respect and enlist the co-operation of the leading turfmen in the country, and thus it was enabled to offer sport of a character that was particularly engaging to the public, who attend races simply for the satisfaction of being spectators of gamey equine struggles. The first meeting at Long Branch was held in July, 1870. The stewards on that interesting occasion were General Van Vleet and Messrs. John Hoey, Lester Wallack and E.

his friends had assumed control of it was one of steady prosperity, until the unexpected Puritanism of New Jersey legislation in regard to racing and betting matters compelled its gates to be closed. The new track that was laid out under the direction of Mr. Withers and the splendid new grand stand, clubhouse and other appendages made Monmouth palatial, whether as regards the provision for the comfort of its spectators or of its equine performers.

The Monmouth Association never recovered from the setback that it received from the severe Jersey law in 1890. Its races were run for the season of 1891 on the Morris Park track, and afterward for a few years the

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association returned to its own home. But the famous park never regained its prestige. Internal dissensions sprang up in the association, and gradually it became apparent that the grand old days of Long Branch racing had gone, perhaps never to return. For a year or two there were hopes in the hearts of many, but rather hopes than expectation, that racing might ultimately resume there something of its old-time brilliancy; but in 1894, the outcome of the situation was the decision on the part of the members of the association to abandon the enterprise altogether. So the race track property was finally sold, in 1898, much to the sorrow of those who had been connected with it in various capacities in the days of its prosperity.

existed in the olden times. Thus there are many who are able to indulge their taste for this sport to an extent such as has never obtained heretofore. It is from this class that our leading sportsmen have been recruited and from which has come the large army of turf admirers, whose patronage is essential to the prosperity of the race course and those who depend more or less upon it.

Time was when this leisure class was principally confined to the South, and that accounts for the special prosperity which attended that section in the earlier periods of the Republic. The Civil War changed all that, however, and the Southerners have, to a considerable extent, been obliged to forego their love for sport under the pressure of more material exigencies. This



THE FINISH

MORRIS PARK

New York, which leads its sister cities in so many other respects, has also become the metropolis of racing in the United States. No longer is the centre of turf interest in the South and West, as it was in those far-off days before the Civil War. The centre has changed from South to North, from Louisville and New Orleans to New York. The reasons for this shifting of the scene are numerous, and the strongest of them are obvious. The rapid increase of individual wealth and its concentration in New York in these closing years of the century have created a leisure class, such as scarcely

condition of affairs has brought about the comparative subordination of the Southern race courses to those near New York. Moreover, the generous patronage that can be counted upon for racing meetings about the metropolis has made possible a local management of turf affairs upon a broad and liberal scale that has naturally proven an irresistible attraction to all the best horses in the country. Large purses and other considerations have had the inevitable result of making turfmen everywhere regard New York as the Mecca toward which their footsteps are annually turned. While there have

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been important events and heavy stakes set up on race courses elsewhere in the country from time to time, these have been exceptional than otherwise, when compared with the more numerous and more valuable prizes that have challenged the attention of all horsemen in connection with the New York tracks.

We have already seen the important and influential part that was played by the American Jockey Club and Jerome Park in the renaissance of contemporaneous racing, and attention has also been called to the establishment of those notable race courses at Saratoga and Long Branch whose brilliant records fill many pages of modern turf annals. They have not been alone in the field, however, although they were the pioneers, and upon them or a long time devolved the agreeable task of maintain-

long identified with the American Jockey Club. It was becoming apparent to many that the time would soon arrive when there might be an urgent necessity for another association that should be the inheritor of all that had made Jerome Park most famous. Moreover, between the Spring Meeting of the American Jockey Club and the Summer Meeting of the Monmouth Park Association there was a vacant time covering several weeks, which, it was thought, might be advantageously utilized. There were close restrictions on betting at that time; but, nevertheless, racing interest in the vicinity of New York and Brooklyn was still maintained at a high point.

Influenced by these and other considerations, and also attracted by the already great popularity of Coney Island



ON THE ROAD TO THE SHEEPSHEAD BAY RACES

ing racing on a splendid scale and in an energetic and honorable manner, and in laying the foundation for the present prosperity of the American turf as a national institution. Following closely upon their footsteps came other associations and other courses whose careers have not been less honorable, nor, in their way, less influential, in advancing the best interests of the "sport of kings."

It was in the later seventies that the gentlemen interested in racing in the vicinity of New York felt the demand for additional opportunities for the enjoyment of the sport. The glories of Jerome Park were already beginning to fade, and Monmouth Park did not altogether appeal to the particular element that had been

as a local watering-place. Messrs. Leonard Jerome, John G. Heckscher and James R. Keene, with others, effected a temporary organization and leased the Prospect Driving Park, the same grounds as those afterward owned by the Brooklyn Jockey Club. A three-days meeting was held in the year 1879, during which sixteen races were run, together with the Queens County Hunt Cup and the Westchester Polo Club Cup. The judges were Messrs. Carroll Livingston, John G. Heckscher and J. H. Bradford; the timers, Messrs. W. K. Vanderbilt and H. Skipwith Gordon; the Secretary, J. G. Heckscher, and the starter, Captain William M. Connor. Among owners represented on this historic occasion were Messrs. W. P. Burch, George L. Lorillard, John

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McCullough, W. E. Sanford, F. Gray Griswold and the Dwyer Brothers.

As an outcome of this successful initial meeting the Coney Island Jockey Club was permanently organized, and an autumn meeting was held in September. At that time the purses and added money amounted to \$12,000. Nineteen races were run, and the winning owners included Messrs. Pierre Lorillard, George L. Lorillard, D. D. Withers, W. P. Burch, L. Hart, W. Jennings, C. Reed, E. V. Snedeker, E. J. Baldwin, S. L. Waitzfelder, who then owned Luke Blackburn; the Dwyer Brothers, Bennett & Co., the Newport Stable and the Daly Brothers.

into for the construction of the track and the building of stands and stables. As soon as spring opened the work was begun, and by the middle of June a perfectly appointed race track of one mile had been completed, with an excellent steeplechase course in the inner field, and with all the necessities for first-class racing headquarters in the way of saddling paddocks, trainers' stands, members' stand and lunch room, an open field stand, with judges' and timing stands and betting conveniences.

Since the place was first laid out the grounds have been extensively enlarged and improved. In the spring of 1884, the track was lengthened to a mile and a fur-



CARRIAGE ENTRANCE TO GROUNDS

CONEY ISLAND JOCKEY CLUB

The success of the new venture was now assured beyond peradventure. The attractions of the seaside and the comforts to be enjoyed there in the summer months, for the purposes of racing, had become fully demonstrated, and the members of the club forthwith entered upon a determination to establish themselves permanently at Sheepshead Bay. Some one hundred and twelve acres of land, situated on Ocean Avenue and about three-quarters of a mile inland from the Manhattan Beach Hotel, were purchased. Before the winter was over all the plans had been made and contracts entered

long, with a short chute for races at a mile, which was really an extension of the back stretch. Considerable money was also spent on making a mile course on the grass inside of the regular track. This last feature has always been a special attraction of Sheepshead Bay. The opportunity that it affords for seeing a race actually on the turf, as it is in England, rather than on the prepared track of the American course, has been thoroughly appreciated, even by those who are the strongest advocates of the American system. In 1887, the club owned 168 acres of ground, and has made additions since then

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including 15 acres in 1888, for a straight track, known as the Futurity Course, which is 170 feet short of three-quarters of a mile.

The inaugural meeting of the Coney Island Jockey Club began June 19, 1880, and continued six days. Thirty races were run for a total of \$22,000 in added money and purses. In the judges' stand upon this occasion were Messrs. J. H. Bradford, W. K. Vanderbilt and J. G. K. Lawrence. The timers were Messrs. J. R. Coffin and Robert Center, with Captain J. H. Coster at the scales and Colonel R. W. Simmons as starter. The prominent events of this first meeting were the Tidal, Foam, Surf and Mermaid Stakes, the Coney Island Handi-

can turf annals has taken place under its supervision. Year after year the meetings have shown an advance in the style of racing, in the amount of added money and in the evident aim of the management to make the Sheepshead Bay Course the great centre of racing and of social standing in sporting matters of the metropolis. The club has always encouraged all that is good in racing, and has been a sturdy opponent of all that is discreditable. Stakes productive of the highest class of racing have from time to time been opened, and two of them in particular have given to this course a renown that is not limited by the confines of New York, nor even of the United States. Were no other races ever run there



LOOKING TOWARD THE FUTURITY COURSE FROM THE CLUB HOUSE

CONEY ISLAND JOCKEY CLUB

cap, the Coney Island and the Stirrup Cups, and the Coney Island Derby. The winning owners included Messrs. Pierre Lorillard, George L. Lorillard, W. A. Engeman, W. Jennings, W. M. Conner, A. Burnham and the Dwyer Brothers. Among the winning horses were Brambaletta, Luke Blackburn, Spinaway, Monitor, Glidelia, Grenada, Warfield, Ventilator, Glenmore and Duke of Montrose.

In the nearly two decades that have elapsed since the Coney Island Jockey Club opened its gates at Sheepshead Bay some of the most famous racing known to Ameri-

save the Suburban and the Futurity the position of Sheepshead Bay in the annals of turf history would be firmly established beyond all cavil. On the days upon which these events are decided the attendance is greater than that seen at any time on any other metropolitan race course during the season. The public interest in these famous fixtures is, in its way, scarcely second to the absorbing attention that, in England, is bestowed upon the great classic events, like the Derby, the Two Thousand Guineas and the St. Leger.

Other Sheepshead Bay handicap fixtures for all ages

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have included the Bay Ridge, Sheepshead Bay, Knickerbocker and Universal, at the June Meeting, and the Twin City, New York, Omnium and Mayflower, at the September Meeting. Of the fixtures for three-year olds, the Swift, Mermaid, Emporium and Spindrift, and the Coney Island Derby at the June Meeting, have always been of distinguished character, while the September Stakes and the Bridge Handicap at the September Meeting have rivaled them in interest. The most important stakes for two-year olds have been the Foam, the Surf and Great Trial, at the June Meeting, and the Autumn, and Flatbush, and the Great Eastern Handicap in September. The names of many others might be added, such as the

Sheepshead Bay has always enjoyed a popularity peculiarly its own. It has attracted the attendance of the foremost turfmen in the country and of the finest class of patrons in the metropolitan district. The delightful nature of its surroundings, which include glimpses of the ocean, pretty timber, well kept turf and flower beds, and last, but not least, during the warm days of summer, the almost invariably pleasant sea breezes have been among the many reasons for its popularity. While these considerations have undoubtedly had more or less effect, one must look further for a full explanation of the high standing, socially and professionally, of this great race course. The meetings are well managed, the con-



CLUB HOUSE DINING ROOM

CONEY ISLAND JOCKEY CLUB

Siren, Spring, Volunteer, Thistle, Vernal, Speed and other stakes, and the Turf, Long Island and other handicaps. The Coney Island Cup has also had a prominent place with the greatest cup fixtures of the United States. Then, in recent times, the Double Event and the Realization have only held second place to the Suburban and the Futurity. In memoriam of its former president, J. G. K. Lawrence, the Coney Island Jockey Club recently changed the name of the Realization Stakes to the Lawrence Realization, the first running under the new name to be in 1900.

veniences for horsemen are of the most improved character and the public is always assured of first-class racing and an honest conduct of affairs. The material improvements that have been made in recent years, especially the new club house that was opened in 1898, have added to the attractions of the place. This club house, with all its complete appointments, is one of the finest of its kind in the United States.

Socially, the Coney Island Jockey Club has always held a pre-eminent and unchallenged position. In this respect it has succeeded to the inheritance of the dis-

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tion that the American Jockey Club enjoyed for so many years. No other racing association in the United States compares with it in this respect, and it is one of the soundest and most brilliant social organizations that has ever existed in New York. The list of its officers shows at a glance its eminence in this respect. For 1898, the Governors of the club are: Messrs. J. Harry Alexandre, James Gordon Bennett, J. H. Bradford, Daniel Butterfield, John M. Bowers, Cornelius Fellowes, Robert Goelet, F. Gray Griswold, John G. Heckscher, Thomas Hitchcock, Jr., H. B. Hollins, Lawrence Kip, C. H. Kerner, H. K. Knapp, Pierre Lorillard, A. Newbold Morris, H. I. Nicholas, Herbert C. Pell, Schuyler L. Parsons, F. Au-

ever remain without its great race course. The traditions of the locality made it almost imperative that it should always be pre-eminently identified with racing interests. For a generation, as we have seen, Jerome Park met the demand in this connection, and when that famous institution was hastening towards its day of disappearance, another sprang up to take its place and has not been less worthily representative of the best interests of racing in and about New York than the best of its predecessors and contemporaneous rivals.

That the new institution, which was to occupy the field so long and so strongly held by Jerome Park, should be the creation of a member of the Morris family was



SADDLING PADDOCK

CONEY ISLAND JOCKEY CLUB

gustus Schermerhorn, William H. Taler, James P. Scott, William K. Vanderbilt, J. W. Wadsworth and George Peabody Wetmore. The president is Colonel Lawrence Kip, the vice-presidents Messrs. William K. Vanderbilt and John G. Heckscher, the treasurer Mr. J. H. Bradford, and the secretary Mr. Cornelius Fellowes. The executive committee consists of the president, vice-presidents, treasurer and secretary, and Messrs. Daniel Butterfield, George Peabody Wetmore, Herbert C. Pell, F. Gray Griswold, and J. Harry Alexandre.

It was impossible that Westchester County should

fully in accord with the fitness of things. For several generations the Morris family has been identified with all that is best in thoroughbred racing in Westchester County, and when Mr. John A. Morris determined to construct the course that now bears his name, racing men felt the utmost confidence that the establishment would be an honor to the American turf and a credit to one of the greatest racing families that the United States has ever known. It was in 1887 that Mr. Morris first conceived this plan to revive the old racing glories of Westchester. It was not, however, until the begin-

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ning of June, 1888, that the work was actually begun. A year was required before the now famous Morris Park was in such shape that the gates could be thrown open to the public. As a matter of fact, however, the work of construction and improvement was continued constantly for several years thereafter, under Mr. Morris' direction, before he was satisfied with his creation.

An enormous amount of money was invested by Mr. Morris in this enterprise. A few years ago the estate, which consisted of 350 acres, was assessed at \$3,000,000. It has been estimated that, first and last, the sum expended in purchasing and improving the property has

cumference. The famous Withers Course is one mile around. The Eclipse Course, known also as the "Toboggan," is a nearly straight six furlongs with a considerable decline. Morris Park has always had a reputation of being a very fast track, especially for distances of six furlongs or under. Some of the best records known to the American turf have been created there. Among those which stand in this day are Geraldine's half mile in 46 seconds, in 1889; Handpress' $4\frac{1}{2}$ furlongs in 52 seconds, in 1897; Maid Marian's $\frac{5}{8}$ of a mile in $56\frac{3}{4}$ seconds, in 1894; Tormentor's $5\frac{1}{2}$ furlongs in 1 minute, 3 seconds, in 1893; Domino's $\frac{3}{4}$ mile in 1 minute, 9 sec-



VIEW OF GRAND STAND FROM THE FIELD

CONEY ISLAND JOCKEY CLUB

not been much, if any, less than that amount. The location, although by reason of accessibility to the city and in other respects it is eminently desirable, presented many obstacles. There was a large bog to be filled in, which also called for extensive drainage, while the rocky nature of the soil proved a constant difficulty. The original intention of constructing a course one mile and a half in circumference was frustrated by the rocky ledges that were encountered, and the inequalities of the ground are responsible for the so-called "Matterhorn" ascent and a similar descent in the main course.

The outer course is one and one-eighth miles in cir-

onds, in 1893; Sir John's $1\frac{5}{16}$ miles in 2 minutes, $14\frac{1}{2}$ seconds, in 1892; Hindocraft's $1\frac{5}{8}$ miles in 2 minutes, 48 seconds, in 1889; Ben Holladay's $1\frac{3}{4}$ miles in 2 minutes, $59\frac{1}{4}$ seconds, in 1897, and Tom Hayes' $\frac{3}{4}$ mile heats in 1 minute, $10\frac{1}{2}$ seconds, and 1 minute, $12\frac{3}{4}$ seconds, in 1892. Other good records have also from time to time been made on this track, among them being Fides' Toboggan Slide Handicap at 6 furlongs in 1 minute, $10\frac{1}{4}$ seconds; La Tosca's $5\frac{1}{2}$ furlongs in 1 minute, $4\frac{1}{4}$ seconds, and the same thoroughbred's 1 mile in 1 minute, $39\frac{1}{2}$ seconds, and Tristan's Metropolitan Handicap, $1\frac{1}{8}$ miles, in 1 minute, $51\frac{1}{2}$ seconds.

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Repeatedly five furlongs have been run there in 59 seconds, by Brittanic, Fordham, Sallie McClelland, Annie Queen and Johnny Heckscher.

The accommodations provided for patrons by Mr. Morris at Westchester were of the most elaborate character. The clubhouse is a magnificent building, completely fitted throughout, not only comfortably, but even luxuriously. From the ball room down to the least important apartments everything is in the most perfect taste. The grand stand, measuring 650 by 100 feet, has accommodations for more than 10,000 people on its single tier, with a spacious promenade and wide aisles. Beneath are the betting ring, dining rooms, lunch count-

Altogether the establishment was laid out and completed by Mr. Morris on an elaborate scale, regardless of expense. When it was opened to the public in August, 1889, it excited general admiration and unbounded praise for its proprietor. It was generally agreed that in the perfection of its appointments it surpassed, as one writer at that time said, "Flemington, Ascot, Longchamps or Buenos Ayres, which have until now been the best in the world." The inaugural meeting began on August 20, 1889, and on that day Mr. Porter Ashe's beautiful fast filly, Geraldine, ridden by Isaac Murphy, won the Opening Scramble at five furlongs in 1 minute. On a later day, at the same meeting,



CONEY ISLAND JOCKEY CLUB

A GROUP OF FAVORITES

ers and other necessary appointments. Three towers crown this structure and add to the beauty of its architectural effect. In front of the clubhouse and the grand stand a lawn slopes down to the rail. Alike from the buildings or the lawn the view of all the racing is well-nigh perfect. Beyond the clubhouse is the saddling paddock, with spacious shed and a pleasant, shady grove. There are nearly two miles of stables and about 1,000 horses can be accommodated. The stables are built in groups which hold from eight to forty horses each, and have perfect ventilation and drainage.

Britannic reduced the five furlongs record to 59 seconds, and El Rio Rey the six furlongs record to 1 minute 11 seconds. The racing was long conducted under the auspices of the New York Jockey Club, Mr. H. DeCourcy Forbes, President, although the entire enterprise belonged to its proprietor, Mr. John A. Morris. Some of the great stakes and handicaps that had been connected with Jerome Park were transferred to the new course, and have ever since been run there.

Early in the nineties Mr. Morris felt disposed to relinquish his active interest in the management of the Park,

and, in 1895, the property was leased to the Westchester Racing Association, under whose management the meetings have since been continued. This Association is controlled by some of the most prominent members of The Jockey Club. The most notable events of the Morris Park seasons are the Metropolitan, Toboggan, Jerome, Ramapo, Hunter and Municipal Handicaps, the National Stallion, the New York Steeplechase Handicap, the Autumn Serials, and the Belmont, Gaiety, Nursery, Belle Meade, Eclipse, Pocantico, Van Nest, Bouquet, Champagne, Withers and other stakes. A feature of the meetings is the steeplechase racing, which has lately assumed more than ordinary interest, some especially important races being regularly put on the card for this class.

The Brooklyn Jockey Club has a glory of its own in the Brooklyn Handicap, that is scarcely second in popularity and distinction to any of the great fixtures of the American turf. At Gravesend during the season many of the most sensational and most reliable thoroughbreds are seen. The club that controls the racing was the creation of the Dwyer Brothers, and is now in the hands of Mr. Philip J. Dwyer. The course is not extensive, nor are the grounds elaborately laid out, but a great deal of excellent racing is seen there. In addition to the famous Brooklyn Handicap other events that are contested for on this track have called out many notable runners, and have commanded the full patronage of the public. Most prominent among them may be mentioned the Fort Hamilton, Woodlawn, Oriental, Brookdale, Parkway and Lawn View Handicaps; the Bedford, Falcon, Tremont, Expectation, Prospect, Speculation and other stakes; the Brooklyn Derby and the Brooklyn Cup.

The Brighton Beach race course was another response to the popular demand for opportunities to enjoy racing in the immediate vicinity of New York City. It was felt that the time had arrived when a popular race course for the masses might be established upon the seashore in the immediate neighborhood of New York and not conflict with the older and longer established courses, while at the same time offering first-class racing. Such was the feeling that led to the founding of this course by the late William A. Engeman. The enterprise was pre-eminently successful from the start. Some very good sport has been seen there.

When Mr. William A. Engeman died, his brother, Mr. George H. Engeman, succeeded to the presidency of the Brighton Beach Racing Association, but several years ago the present Mr. William A. Engeman, son of the founder of the track, took command, and, under his direction, the course has become popular alike with owners and trainers, as well as the race-going public. Many improvements and additions have been made to

the property, until now it is well appointed throughout. A peculiar fact in the history of the Brighton Beach Association has been the interest that the founders have taken in charitable enterprises. During the nineteen years of its existence, it has had, on many different occasions, benefit days for public and individual charities. Brighton was also a leader in the movement to re-establish long-distance racing several years ago. The effort culminated in 1897, in the Brighton Cup, $2\frac{1}{4}$ miles, in which occurred that memorable finish between those two good three-year olds, The Friar and Sunny Slope.

A comparatively recent aspirant for turf honors in the vicinity of New York is the Queens County Jockey Club, of which Mr. Thomas D. Reilly is the president and active manager. The spring racing in the vicinity of the metropolis begins on the Aqueduct Course, controlled by this club, and attracts representatives from the best stables of the country. Thoroughbreds come thither directly from Bennings, Washington and from New Orleans and the Southwest circuit. The early season at Aqueduct is regarded with interest, not alone for the good racing that it presents, but also for its value as giving a line upon horses that are likely to be seen in the great events upon the larger tracks later in the summer. Among the principal races of the Aqueduct spring meeting are the Carter Handicap, the Rose, Arverne, Canarsie, Ozone, Rockaway, Jamaica and Flushing Stakes.

Although it is generally conceded that the best racing of the present generation is seen upon the large metropolitan tracks, there are many meetings in other sections of the country that are only secondary in interest to those just referred to. The racing associations in the South and West and far away under the shadow of the Rocky Mountains and upon the Pacific Coast have played no small part in contemporaneous affairs. The courses that have been established and operated under their disinterested and enthusiastic direction, besides many that have been simply individual enterprises, must be classed among the important and influential elements in the development of the modern turf of the United States. So numerous have these been in the last quarter of a century that it is possible, within restricted space, to refer in the briefest manner only to a comparatively few of them.

The associations and courses of New York, Kentucky, New Orleans, Chicago, Cincinnati, St. Louis and a few other places have really been the most prominent in this connection during the present decade, although the number of smaller institutions, very useful and successful in their way, have been numbered by the hundreds. Chicago was somewhat slow in coming to the front in racing affairs, and it was not until well into the seventies that much interest was there manifested in the running horse. Some of the first attempts in the direction of populariz-

ing this sport in the Garden City were directed toward the wholly incongruous arrangement of combining racing and trotting meetings. Although this experiment was, as might have been expected, utterly futile, nevertheless, in those early days of Chicago racing, some notable events occurred that have become historic. Pat Malloy achieved some of his greatest triumphs in that city, and on the old Dexter Park Course The Banshee, Gilroy, Merrill and Malcolm delighted many thousands with their performances. On that course, too, Plantagenet showed his stamina as a four-miler and as a worthy descendant of the great Planet.

It was not until 1879 that turf affairs really assumed much prominence in the Garden City. The Jockey Club that was then organized met with unexpected popular approval, and the inaugural meeting at the Driving Park was a notable occasion with Molly McCarthy, Wallenstein, Mistake and others as the stars. In 1884 the Washington Park Course was opened under the management of the Driving Park Association, and several events that were destined to become famous were inaugurated. First among these was the American Derby, which, it was hoped by its founders, would ultimately be the dominant fixture of the American turf. That result, however, was never attained, although the American Derby has always held a good position with the great races of other courses in the United States. During the eighties and nineties the Washington Park, Hawthorne Park and Harlem tracks afforded the principal opportunities for racing in Chicago. In the storm of adverse legislation upon racing matters that swept over the country in the early nineties, the Washington Park Course succumbed and finally closed its gates. More recently, however, racing has been resumed there under fairly promising conditions.

In California, the California Jockey Club is the oldest racing association of the Pacific Coast, being practically a survival of San Francisco's old Pacific Coast Blood Horse Association. Its President, Mr. Thomas H. Williams, Jr., was really the founder of the club, and associated with him are Colonel D. M. Burns, Vice-President, and R. B. Milroy, Secretary, those officers and Major Frank McLaughlin and Messrs. M. S. Gunst and Henry Ach, comprising the Board of Directors. For a time the club held its meetings upon the Bay District track in San Francisco, but, in 1896, opened at Oakland the grounds that have since become famous. The property was formerly the Oakland Park Trotting Track, but was transformed into one of the finest running courses in the country. It is a very fast track, as has been shown by many performances, notably Lucretia Borgia's four miles in 7 minutes, 11 seconds. The appointments of Oakland Park, its grand stand, betting ring, paddock and other structures are of the most commodious character.

It was in 1895 that the Ingleside track of the Pacific Coast Jockey Club was opened. This association was started by Messrs. A. B. Spreckles, Henry J. Crocker, Edward Corrigan and other prominent California racing men. Mr. Spreckles was the first President, with Henry J. Crocker Vice-President, and W. S. Leake, Secretary. Subsequently Mr. S. N. Androus became President. The Ingleside track is situated on the Ocean House road, not far from the old track that was made famous in the seventies by the great four-mile races between such cracks as Norfolk, Katie Pease, Thad Stevens, Rutherford and others.

Time and space would both fail should an attempt be made to go extensively and carefully, as the subject demands, into the history of other associations and descriptions of other courses that have been more or less prominent, active and useful in this last quarter of a century of American thoroughbred racing. Reference has, to some extent, already been made to them in the chapter on Racing Officials. From a consideration of the names of the gentlemen identified with the official boards of these associations a very clear idea can be gained of the status of the turf in these latter days, both as regards its racing connections and its social condition. Fuller accounts of the associations and of their work in upholding racing interests, and a description of the results of their enterprise in establishing and maintaining great race courses, together with an account of the special events respectively identified with them, would make a recital as interesting as it would be extensive. It must be sufficient to say, however, that in all these particulars the turf of to-day is a worthy inheritor of the best traditions of the past, while its present supporters, even more than their predecessors, are doing a notable work by the expenditure of time and money in sustaining these numerous and superbly appointed courses that, more fully than anything else, demonstrate the hold that the sport has upon the community at large in these later days.

With this brief account of a few of the most famous racing associations and courses of the American turf, past and present, this volume must be brought to an end. The task undertaken in its preparation has been arduous, but at the same time wholly delightful. It is a pleasant chapter of American history that deals with the thoroughbred family and all the manifold enterprises grouped in connection therewith. In studying this record one cannot fail to be impressed with wonder at the magnitude of the interests involved in breeding and racing, with admiration for the work that has been done by the great turfmen in the several generations included in the retrospect and with a deep enthusiasm for a sport that has commanded the attention and the energies of the foremost men in the community and has

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been made glorious by the performances of the noblest horses that ever struggled with each other for victory.

Combining, as has been done, this review of the past with an abundant and deserved consideration of the men of to-day, who in various capacities are now upholding the honor and advancing the welfare of the turf, there comes a final thought that is more than ever interesting and encouraging. What has been done in the past, however glorious it may have been, appears at every point to have been, in a certain sense, only a stepping stone to something better and grander. Particularly does this seem true when, standing at the close of what

is really the first complete century of American racing, we see the sport established on firmer ground than ever before and with more abundant promise. To those who study the situation closely there is, alike in the modern perfection of the great thoroughbreds and in the character of the active turfmen of the period, the fullest assurance of a future that shall outshine in brilliancy anything that has preceded it. If the present volume shall, even in a small way, attract more attention to the subject than has heretofore been given to it and thus be a contributing factor in bringing about this result, the labor that has been expended upon it will not have been in vain.

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